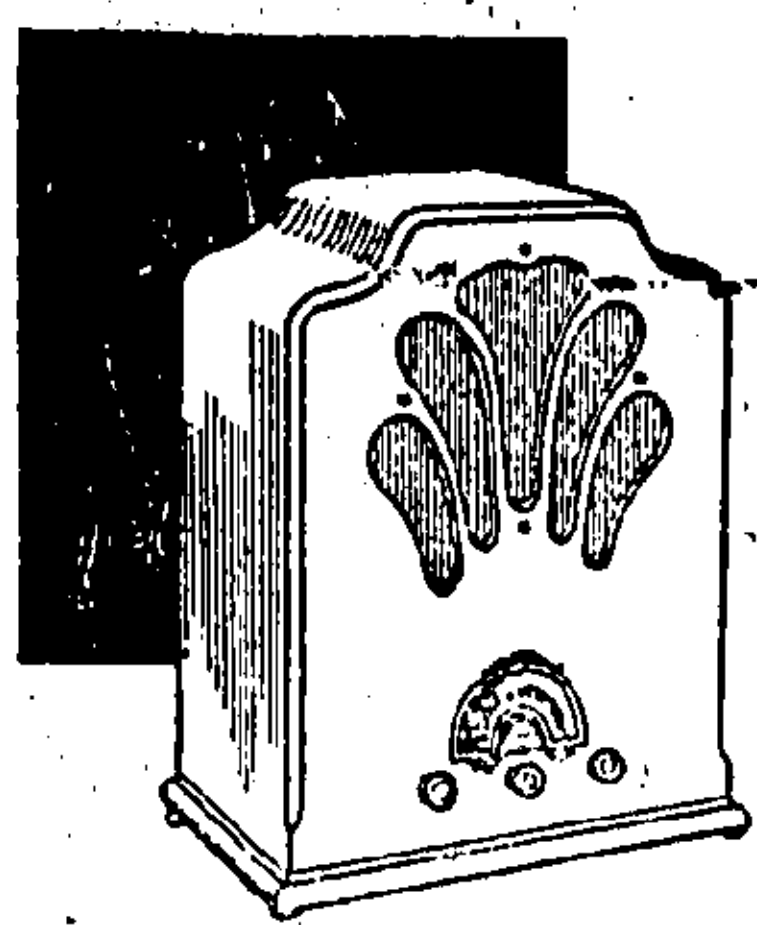




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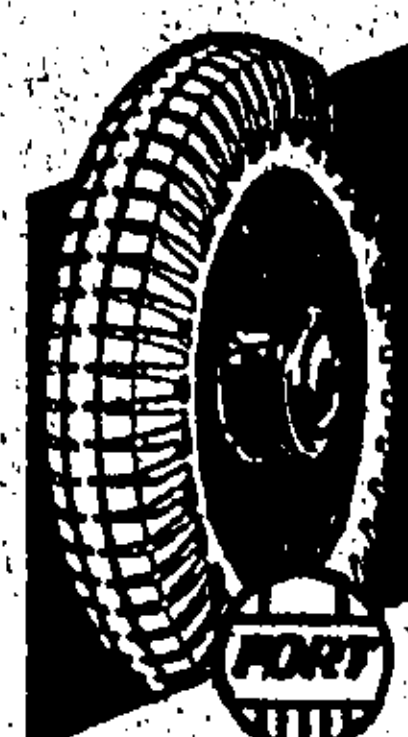
TO-DAY'S DOLLAR. — The closing rate of the dollar on demand, to-day was 1/4 11/16.

No. 28,010

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KEY TO PEACE

IN FAR EAST IS MANCHURIA.

MR. YOSHIZAWA'S IMPRESSIVE SPEECH.

Tokyo, To-day. "Manchuria is the key to peace in the Far East," declared Mr. Yoshizawa in an impressive speech on Japanese foreign policy at the opening of the sixtieth session of the Imperial Diet this morning.

Declaring that Manchuria represented the most important question confronting the Japanese Government and one which was engaging the profound attention of the entire world, he attributed the present situation to the fact that China was taking advantage of "Japanese complacency" to set at naught the treaty of contractual rights and interests. He added, "Our protests and warnings were unavailing, and the patience of the Japanese people had been severely tried before the blasting of the railway line which precipitated the collision between Chinese and Japanese troops."

Reasserting that Manchuria was the key to peace in the Far East, Mr. Yoshizawa continued, "This was true before the war between Russia and Japan, and it is even truer to-day. We were, in the past, responsible for peace and order in Manchuria, and our responsibilities there are now enhanced."

He emphasised that Japan harboured no territorial ambitions in Manchuria, and declared that she would uphold the principle of the open door and equal opportunities for all.

Mr. Yoshizawa charged the Chinese Government with directly fostering and encouraging enmity against Japan.

Referring to the League of Nations and America, he said both, following the clarifying explanations of the Japanese Government, were now better able to appreciate the Japanese position in relation to Manchuria.

He also expressed satisfaction regarding the Soviet's "impartiality and non-interference." In conclusion he referred to the hopeful terms of the Disarmament Conference from which he trusted something tangible would be forthcoming in the shape of an agreement "alike rational, equitable and contributing to the establishment of permanent peace in the world."

FINE TO CLOUDY.

The Royal Observatory's report issued this morning states: The anticyclone is central to the East of Tokyo, moving East. Another is forming over N.E. China.

Forecast: — N. E. winds, moderate; fine to cloudy.

Rainfall.

Rainfall for 24 hours ended at 10 a.m. to-day — nil. Total since January 1 — nil against an average of 0.68 inches — deficit, 0.68 inch — deficit 0.68 inch.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	80
Macao	59
Pratas Island	58
Manila	87
Poonchow	80
Amoy	58
Chefoo	56
Shanghai	41

SOVIET MASS TRIALS.

Corruption & Criminal Neglect.

MANY INDICTED.

Riga, Yesterday.

A number of new mass trials are being organised by Soviet authorities. They will come off in the next three weeks. They follow as the result of an investigation held by a special commission into the causes of inefficiency in the transport of food and other commissariats throughout the USSR. Hundreds of officials have been arrested for corruption and criminal neglect. Forty-five, including the heads of a fruit and vegetable trust, were arrested in Leningrad. Twenty-one officials and a number of workmen will be committed for trial as the result of the commission's investigation of chaos in the inventions department. — Reuter.

WELCOMED HERE.

Governor-General of Indo-China.

SIR W. PEEL'S GUEST.

H.E. Pierre Pasquier, Governor-General of Indo-China, arrived in the Colony at 8 o'clock this morning on the French mine sweeper Inconstant. He was welcomed by Capt. Colman, A.D.C. to H.E. the Governor, and Lieut. Cameron, A.D.C. to H.E. the G.O.C., and made an unofficial landing. He will pay a call at Government House, and in the afternoon together with his party will go for a sightseeing tour in the New Territories.

In the evening Mons. Pasquier, with Vice-Admiral Herr and Staff, will be guest at a banquet at Government House, given by Sir William Peel in their honour.

To-morrow, the principal function will be an official reception in the morning at Victoria Lodge, 18, The Peak, the residence of the French Consul-General, which will be attended by both French and Annamites.

The distinguished visitors sail to-morrow afternoon on the cruiser Waldeck Rousseau, flagship of Vice-Admiral Herr, for Manila, where the entourage will return the recent visit of Governor-General Dwight Davis and stay to attend the Army manoeuvres which are being held in Manila toward the end of the month.

GOING TO INDIA.

SIR ERNEST BENNETT.

Rugby, Yesterday.

Sir Ernest Bennett, member of the Round Table Franchise Committee, who, last week, was prevented by illness from accompanying the other members to India, will sail from Marseilles on January 29. — British Wireless Service.

HAS FRANCE TORPEDOED THE LAUSANNE CONFERENCE?

SERIOUS ALLEGATIONS MADE AGAINST GERMANY OF TREATY VIOLATIONS

POWERFUL GERMAN ARMY IN MAKING

Paris, Yesterday.

A sensational allegation, that Germany was preparing a powerful army in spite of the Treaty of Versailles was made in the Chamber to the Foreign Affairs Committee by General Bourgeois and Monsieur Eccard, members of the Senate Commission entrusted to report on armaments.

General Bourgeois declared that Germany was organising her industry and armaments on parallel lines which permit of the most rapid mobilisation of war supplies. He added that the most active propaganda was being carried on to inculcate a spirit of revenge, even among school children.

M. Eccard declared that the German Budget contained, under camouflaged headings, much larger expenditure on military purposes than was admitted.

The allegations, which will be discussed at a later date, have profoundly impressed the Committee. — Reuter.

(Reuter's Special Service.)

Berlin, Yesterday.

German politicians' patience is evaporating as the possibility of the Lausanne Conference meeting on January 25 fast recedes.

Many newspapers express the opinion, that France has successfully torpedoed the Conference.

Government quarters emphasise a refusal to agree to a prolongation of the Hoover moratorium until 1933, as this would postpone a solution of the Reparations problem.

INSULT ADDED TO INJURY.

Dentist's Patient Robbed.

It is bad enough to have to pay a visit to a dentist, but it is adding insult to injury when someone comes along and fleeces your hat, coat and wallet while having an extraction.

This, however, has been the unfortunate experience of Mr. H. F. Shields, a resident of the European Y.M.C.A. He went to a dental surgeon in Alexandra Building yesterday, leaving his coat and hat on a clothes peg in the waiting-room, or lobby. After he had been attended to he discovered that his coat and hat had been stolen. Inside the pocket of his coat was a wallet containing \$75.

"POP"

A new series of comic strips — "Pop" — commences in the China Mail to-day. The artist is Mr. J. Millar Watt, whose fine sense of humour and his skill as a caricaturist, have created a great demand for his work amongst newspapers everywhere.

EXPULSION OF JESUITS FROM SPAIN?

CONFISCATION OF PROPERTY?

Madrid, Yesterday.

It is persistently reported that the expulsion of Jesuits from Spain and the confiscation of their property is imminent. Premier Azana, when interviewed on the subject, denied that a decree had been signed dissolving the Jesuit Order, but it is rumoured, such a decree has been drafted and is awaiting the signature of the President.

Confiscation of all property of the Order may follow immediately, but, as the property is not held in the name of the Order, there may be legal difficulties in enforcing expropriation. — Reuter.

LAND SPEED RECORD.

SIR MALCOLM CAMPBELL TO TRY AGAIN.

Rugby, Yesterday.

Sir Malcolm Campbell will leave England for Dayton, Florida, in a fortnight to make a fresh attempt in February on his own world's land speed record of 245.186 miles per hour. Improvements have been introduced in his car, "Blue Bird," with which the present record was established, and he expresses confidence in it being capable of a considerable higher speed. — British Wireless Service.

PEASANTS FIRED UPON.

Action of Soviet Frontier Guard.

Bucharest, Jan. 11.

Five peasants were killed and three seriously wounded as they attempted to cross the frozen Dnieper into Soviet Russia under cover of darkness last night. The party was discovered by a frontier guard detachment shortly before they had reached the Russian bank of the river. When the fugitives refused to stand, the guards opened fire in accordance with the instructions issued recently by the Home Minister, after previous attempts of the same nature had been successful. — Trans-Ocean Kuo-Min.

Berlin, Yesterday.

News of the postponement of the Lausanne Conference reached Berlin too late for comment in official circles, but there is no doubt that the Government deeply regrets this development, fearing it is bound to aggravate the economic difficulties of not only Germany but the world. — Reuter.

Rugby, Yesterday.

An authoritative statement regarding the Lausanne-Reparations Conference, fixed to be opened on Monday, is still awaited. Meanwhile, exchanges continue between the various Governments concerned regarding the procedure to be adopted. — British Wireless Service.

You are busy. Yet you want to be informed of the news of the day. Then, turn to the back page and glean the news. It's there conveniently summarised for you.

1,000 PESETAS FINE FOR CATHOLIC COLLEGE

CONVENT CLOSED DOWN

Madrid, Yesterday.

As a sequel to the recent rioting with bloodshed at Bilbao the Minister of the Interior has ordered the closing of the convent from where shots are alleged to have been fired.

The Superior of the Catholic college, where the girls attacked persons who were non-members of the college, has been fined ten thousand pesetas (about \$250). — Reuter.

WOMEN AND DISARMAMENT.

Monster Petition Sent Off.

A BABY'S PART.

(Reuter's Special Service.)

London, Yesterday. The monster Disarmament declaration, bearing two million two hundred thousand signatures, was given a grand send-off to-day at the Women's International League House.

The signatures, packed in brown paper parcels, were loaded into a decorated housevan for transport to Victoria for onward despatch to Geneva on Friday. A baby girl placed the first parcel in the van symbolising the hopes of the future generation.

It was wrongful or in fraud of the plaintiff.

If, which was not admitted, Siu had acted in fraud of both the plaintiff and the defendant, the latter would say that the plaintiff was estopped from denying the rights of the defendant to retain the fixed deposit receipt against or until the repayment of the \$4,000 so loaned to Siu, because of the plaintiff's conduct in allowing the fixed deposit to be issued in the joint names of himself and Siu, and in allowing it to be in Siu's possession. By this conduct, inter alia, the defendant was induced to believe Siu and act as he did.

Points By Counsel.

In stating the plaintiff's case, Mr. Sheldon said that following the closing of doors and suspending of business by the China Farming and Mining Co., the plaintiff approached Siu on February 6 but failed to get the return of the fixed deposit receipt, and on March 30 wrote to him claiming \$8,000 or the return of the receipt, but nothing came of it.

Dealing with the agreement which was between the China Farming and Mining Co., and the Foo Chung Hong, Counsel said that it showed terms under which the plaintiff became the agent of the China Farming and Mining Co., for the distribution of fertiliser in what is known as the two chow district.

The agreement provided that after six months from date of it being entered into, the minimum disposal of fertiliser by the agent would be 1,000 bags per month. Under the agreement, too, \$8,000 would have to be deposited by both parties in the Bank of China, and this was done.

The agreement appointed the agent for a period of 5 years, and after that, if the arrangement worked satisfactorily, the agent would be appointed for another period, and the China Farming and Mining Co., could not appoint any other distributor in the territory.

Another clause provided that if after six months the agent could not dispose of any fertiliser, it could explain to the Company or give up the agency. It was also agreed that money owing by the agent could be deducted from a security of \$2,000 which the agent placed with the Company, over and above the sum of \$8,000 forming the subject of the dispute.

Legal Effect Of Transfer.

Speaking about the fraudulent transfer of the fixed deposit receipt to the defendant by Siu when it had become returnable to the plaintiff on the termination of the agreement because of the China Farming and Mining Co. going out of business in January, 1931, Mr. Sheldon said that it was not alleged that the defendant was a party to the fraudulent transfer, but that did not affect the plaintiff's claim to the return to him of the fixed deposit receipt.

In law, he said, the effect of the transfer of the deposit receipt by Siu to the defendant, even putting it at the very highest against the plaintiff, was that the defendant was not entitled to the \$8,000, which Siu's share of the \$8,000, which was claimed, was nil.

MOTORISTS THIS IS YOUR PAGE

LAYING UP.

Precautions to Take Before Storage.

A Motoring Correspondent to a Home paper says:

Some of my motor trade friends tell me that one or two of their customers are laying-up-their-cars for a month or two in order to economise.

I wonder how much these car owners imagine they are going to save—a certain amount for petrol and oil perhaps, and probably a quarter's licence fee. But that is about all. And all the time the garage charges, the cost of insurance for theft and fire, and depreciation are going on as usual, not to mention the inconvenience and humiliation of owning a car without having the use of it.

One might as well invest money in a company which is paying no dividend and the shares of which are depreciating every day.

Another point which is often forgotten is that when a car is stored for a month or two the owner probably is at considerable expense hiring cabs and other conveyances when he attends social functions, which are more frequent in Winter than in Summer. It is then that he misses his car most, and every halfpenny he spends in hiring represents so much money thrown away when he has a car stored away in the garage.

Licensing System to Blame. Personally, I think the licensing

system is to blame to a very large extent for this tendency to lay up cars during the Winter months, and I am glad to see that the motoring organisations are now protesting to the Minister of Transport and appealing for a more flexible system of short-period licences than we have at present.

Mr. Pybus said the other day in the House of Commons that week-end licences would not be possible. The scheme was unworkable in the opinion of his officials.

He may be right. There are no doubt obstacles in the way of issuing licences for a week or a week-end, which the layman does not realise, but the matter can be very easily put right by reducing the £1 per horse power tax to say 10s. and increasing the petrol tax correspondingly. With a petrol tax you pay as you use your car. With a horse power tax you pay whether you use it or not.

For the benefit of those car owners who regularly lay up their vehicles every year about this time, it may be worth while putting forward one or two suggestions in order that the car may remain in the same good condition throughout the storage period.

Obviously anyone who simply drives into the garage, turns off the petrol, and leaves the car to its fate is asking for trouble. Depreciation will be much more rapid than one might expect.

If I were going to lay up my car I would first give it a very thorough clean. Then I would run it into the garage, turn off the petrol, and let the engine suck the carburettor dry.

While the engine is still hot, even while it is still running, drain the water from the cooling system and see that the engine is sufficiently hot to dry off any water that may remain. Some radiator drain plugs are not put in such a position that all the water can run off.

When the engine is stopped and still hot, drain the oil from sump and refill with fresh lubricant ready for the next occasion when the engine will be started.

It is quite a good idea to remove the sparking plugs and inject, with a suitable squirt, a little cylinder lubricant to prevent the cylinder walls and piston rings getting rusty while the engine is not used.

Whether or not the car has its bright parts chromium plated it is advisable to smear them over with a little vasoline. In the case of nickel-plated parts this is essential, but it will do no harm to chromium parts.

Taking Care of the Battery. Next remove the battery and get it charged and stored at the local garage charging plant. If that is not done the battery is likely to be in want of instant attention when the car is again put in use.

There is no need to remove the tyres unless, of course, the car is to be laid up for six months or so. A good plan, however, is to jack up all four wheels and do not leave the tyres flat. Check the tyre valves and see that none of them is leaking.

In the case of an open car the hood should be left up and the side curtains in position. All dust should be removed from the upholstery and a dust sheet thrown

over the car.

Above all, it is necessary that the garage in which the car is stored should be free from damp. If there is a means of ventilating the place so much the better.

Occasionally during the period of hibernation the car should be examined and the engine might be turned by hand to keep the cylinders well oiled.

In cases where storing is to be for a few weeks or a month at the most, run the engine once a week for a few minutes. Obviously if that is done some water ought to be put into the radiator, and there would be no need to have the battery stored.

TWENTY-MILLIONTH CAR.

Having crossed the western plains and reached the Pacific Coast, the historic Twenty-Millionth Ford car turned northward heading for the far Northwest.

Its reception at Los Angeles during the Fiesta Week celebration set a new high mark for its tour across the country. Douglas Fairbanks himself drove the car through the downtown streets, accompanied by many famous movie stars. Before that time it was in the territories served by the branches at Denver, Colorado, and Salt Lake City, Utah.

"Denver officially welcomed to the city the symbol of a great industry," declared a newspaper account published shortly after the car's arrival. "With all the honour and ceremony reserved for the city's most noted guests, this black, shiny sedan was extended the hospitality of Colorado by a distinguished group of citizens and officials. The ceremony took place at the west entrance to the capitol."

Besides licence plates bearing the numeral 20,000,000, the car was presented with a solid silver key to the city; the dealer organisation gave it a silver loving cup for Henry and Edsel Ford. During the evening display the car was placed in the Denver Civic Centre directly in front of the capitol. It marked the first time that the Greek garden has been used for any purpose other than civic entertainment since it was completed eleven years ago.

At Pueblo a key made in the steel mills was presented to the car. En route to Colorado the car met with many interesting receptions in the Western States. At Cheyenne, Wyoming, licence plates were presented; among those signing the log book were Governor A. M. Clark, and General C. R. Howland, army officer in command in that area. At Glendive, Montana, a troop of cowboys and cowgirls escorted the car into town on horseback. At Mandan, South Dakota, Chief Mato Watake and members of his tribe of Sioux Indians met the car and after performing tribal dances made it and its driver members of the tribe.

One of the largest crowds to view the car greeted it at St. Paul, Minnesota, during an open house and evening entertainment at the Twin City plant. The entire programme was broadcast over the radio.

At Matamoras, South Dakota, a cane which had been hand-carved by L. B. Huntoon, a sheep herder who has a wide reputation in that section for hand-carving, was given to the car. The carving depicted the outstanding livestock brands of the entire country.

R.A.C. MOTOR RALLY.

Torquay, The Finishing Point.

As satisfactory arrangements have been completed with the local authorities at Torquay, it was decided on December 22 that that town will be the finishing point in the British 1,000 miles rally, organised by the Royal Automobile Club. The rally will be held from March 1 to March 5.

Entries do not close until February 1, and the entry fee is to be £2 2s. per car, or for members and associate members of the R.A.C. £1 1s. The prize for the best performance by a competitor starting from London will be presented by the Daily Telegraph.

ARMY LORRY.

10-Ton Loads Over Desert or Swamp.

A heavy lorry has been produced for Army service which avoids the perils of air-bombing by its capacity to go across open country.

In face of the air menace the best chance of escape lies in the power to get off the road. Therein lies the special military advantage of the new cross-country lorry recently produced by Vickers-Armstrong. It meets, and may help to forestall, the danger of an army being paralysed by a sudden air attack on its transport.

This cross-country lorry, moving on double half-tracks, has an obvious field of utility for ordinary civil purposes in the Colonies and any undeveloped region. It can carry 6½ tons of goods, and haul a loaded trailer with another 3½ tons, across the desert sands or through swamps where no wheeled vehicle can go. It can climb the roughest slopes and ford streams. Its commercial advantages in the roadless areas of the Empire need no emphasis.

But the ultimate significance of this new development would seem to lie in the freedom which it offers to an army's transport from the overhanging menace of the future.

Fewer Lorries Needed. Air experts have recently told us that the fighting troops themselves are not a worth-while target. In so far as air bombers attack an army, they will aim at its bases, or its routes of supply. Roads, like rail-

ways, are fixed and easy targets. One well-aimed bomb, one wrecked vehicle, and the whole transport column is blocked.

But if such transport were composed of powerful cross-country vehicles these could turn off the road, climb over ditch or bank, crash through the bordering hedge, and pursue their way across the fields. Once free of the road, vehicles are a difficult air target.

That is not the only advantage of these new vehicles. Fewer are required because their load is so large—and so the target becomes smaller. Already this year we have seen the substitution of 3-tonners for the former 30cwt. lorries as a means of reducing the number of vehicles. The process may go further.

This new lorry is the product of experience with fighting tanks in its air-cooled engine, its gear-box, and its tracks—which have a life of 2,000-3,000 miles. They can be quickly fitted with special "swamp plates" to enable them to "float" over abnormally swampy ground.

HORSE CHECK ON MOTORS.

How money is wasted owing to congested streets has been explained to the Town Planning Institute. According to Mr. Fred Marsden, the City Engineer of Bradford, if a light lorry is made to follow a horse and cart moving at two and a half miles an hour in congested streets it is losing money at the rate of over 1½d. per ton-mile in an hour.

This works out to a loss of over £380 in a year. In the case of a heavy lorry, weighing three tons the loss is at the rate for an hour of

AMERICAN CARS.

Famous Maker's Decision.

Mr. Walter P. Chrysler, America's third largest motor-car manufacturer, has decided, in order to retain the British market for his cars, that he must erect a British factory.

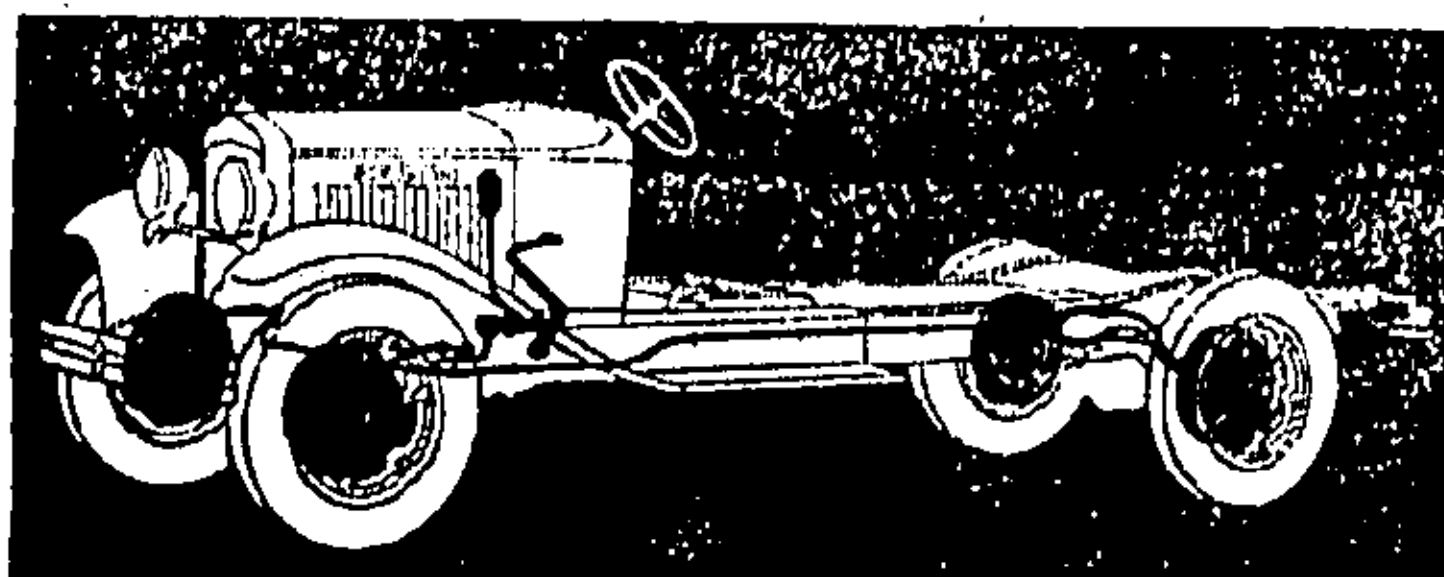
There has been for some time past a British subsidiary company, Chrysler Motors Ltd., with works at Kew, where Chrysler cars are assembled and in some instances fitted with British bodies and accessories.

This company will greatly extend its activities shortly. Additional workshops are to be erected, and future cars sold here by the company will to a considerable extent be produced from British materials by British labour.

Mr. Chrysler thus comes into line with Mr. Henry Ford and General Motors. These three producers are responsible for practically 70 per cent. of the total American output.

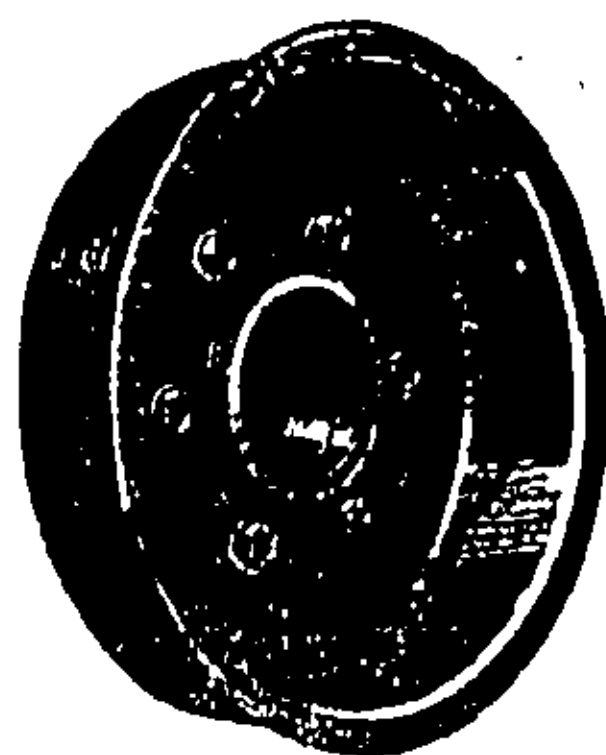
6.85d. per ton-mile, or £6 5s. per day, or £643 10s. per year.

Mr. Marsden stated that in one street in Bradford over 6,000 motor-vehicles passed daily. If it is assumed that these vehicles only lose one-quarter of an hour each per day through congestion it means, on the average, between £600 and £700 a day. The conclusion arrived at is that existing narrow roads in which motor-vehicles cannot use their engines to the best advantage means so much dead loss to the nation.

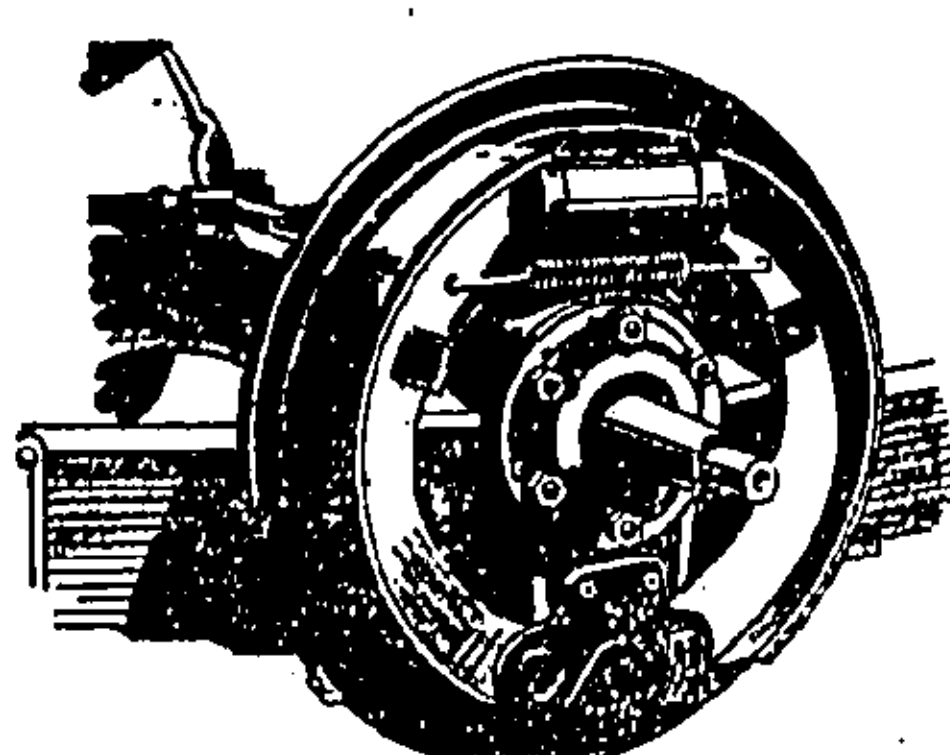


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not get out of round, and higher brake pressure and harder brake lining can be used thus increasing life and improving their efficiency. Hydraulic brakes are simpler, safer, more effective and less costly to maintain than any other type.

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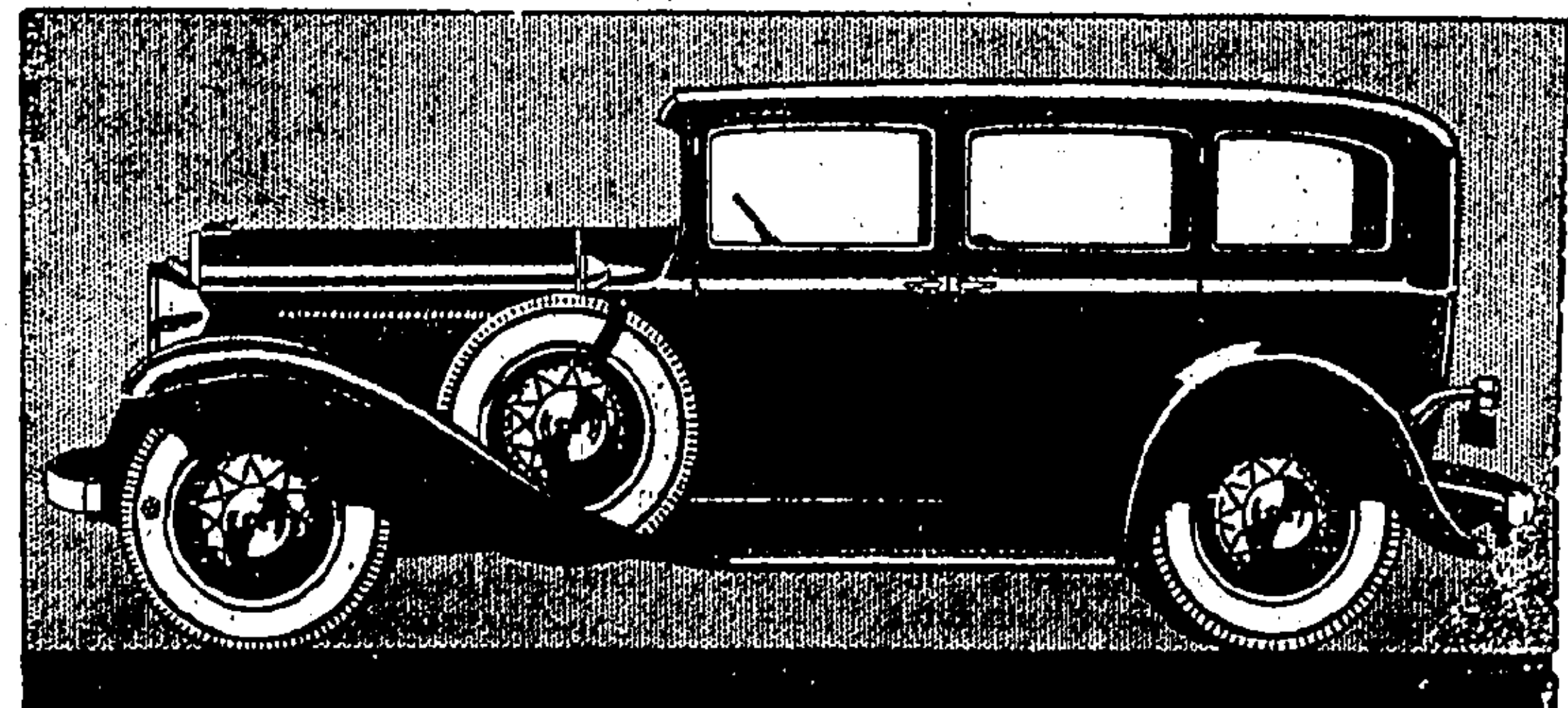
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STORY OF THE CAMSHAFT

AN EXAMPLE OF FORD PRECISION

Proper design, manufacture and operation of the camshaft are as important to engine performance as ignition. While the timing of the spark may be changed at the will of the driver, timing of the valves is made entirely non-adjustable, even in service work. To make certain of the utmost, unchangeable accuracy, the calculations of the shape of the cams have been carried out to ten-thousandths of an inch.

It is the camshaft which operates the valves at the proper time, opening the intake valves to admit a fresh charge; closing them when the maximum charge has been allowed to enter; allowing intake and exhaust valves to remain closed during the compression and firing strokes; opening the exhaust valves to allow the burnt gases to escape; and closing them when the cylinder has been cleared as much as possible.

If the valves were not opened and closed at exactly the correct time, not enough fresh gas would be admitted, or not enough of the burnt gas would be expelled. Then the engine would not operate properly and with maximum power. Its performance would be unsatisfactory. In valve timing a difference of a thousandth of a second in time of opening and closing can make a tremendous difference in performance.

That is why the Ford camshaft is designed and made with such remarkable precision. It is without doubt the most complicated single part of the engine; yet it is made of a simple piece of forged steel. So perfectly does it function that few motorists are even aware of its existence.

The camshaft is located on the right side of the engine, above and to the right of the crankshaft. It is driven at one-half crankshaft speed by means of a gear that meshes with a gear on the crankshaft. The camshaft timing gear, made of a composition material, has helical teeth for the purpose of quiet operation.

For each valve there is a cam, forged integrally with the shaft and machined to exactly the right shape. What is called the valve push rod bears constantly on the cam; this is merely a short rod, its lower end expanded into a flat, mushroom shape. The upper end of the push rod bears against the valve stem. When the valve is closed there is a clearance of .010 to .013 of an inch maximum between rod and stem. The thirty-six pound pressure of the valve spring makes the rod follow the cam, and thus the position of the valve is governed at all times by the cam.

All this is conventional practice in the automobile industry. But before the introduction of Model A a great improvement was made in the design of Lincoln cams, which betterment was carried over to the new Ford. The purpose of the change was to silence the valve.

It is generally recognised that Ford valves are unusually quiet. This quietness has been obtained not by merely inclosing the valves to muffle them, but by minimising the source of the noise.

The shape of an ordinary cam is such, that, as it rotates, the push rod is thrown swiftly up against the end of the valve stem. It hits the stem a hard blow, thus producing a definite click. And likewise, the valve is allowed to drop swiftly into its seat. It hits the seat with a bang, and there is another click. In a four-cylinder engine there can be eight of these clicks for each revolution of the crankshaft. What a source of noise!

It was realised that the noise came from metal hitting metal at high speed. Yet good design required the valves to open and close as quickly as possible; the ideal valve would spring wide open instantaneously, and close just as quickly. Though this ideal cannot be realised, it must be approached as closely as possible.

The problem then was seen to be that of reducing the force of the blows of push rod and valve without changing the speed with which the valve is opened.

Cam Provides Eight Motions.

After much study the problem was solved by developing a new shape for the cam. The greatly improved cam is found on all Model A camshafts.

When you look at this cam it presents no unusual feature to the eye. It seems to be just an ordinary cam, looking like a pyramid with a semi-circular base. Yet the shape is unusual. It is so designed that when the push rod is in contact with the

semi-circular heel of the cam, rod and valve are stationary, and the valve is closed. Then as the cam revolves, the push rod is moved up swiftly to take up the .010/.013 inch clearance between it and the valve stem. Just as the rod touches the stem, a section of the cam which is reached which has a much gentler slope, so that the upward motion is slowed down considerably. Instead of hitting the stem a hard, noisy blow, the rod is laid gently and quietly against it.

As soon as this is done, the rod reaches a section of the cam with a greater slope, and the valve is pushed open against the resistance of the valve spring as swiftly as possible. When the point, or nose, of the cam is reached the valve is wide open; here the shape is such as to slow down the motion considerably, holding the valve open for a predetermined time.

The push rod then commences to follow the opposite face of the cam, allowing the valve spring to force the valve swiftly downward, to close it as rapidly as it was opened. However, just as the valve reaches its seat a second section of lessened slope is reached on the cam. Valve motion is thereby slowed down considerably. Instead of hitting the seat with a bang, the valve is laid gently and quietly on it.

Then there is a sudden increase in cam slope, allowing the push rod to fall away from the valve stem until the heel is reached, where the rod is at rest once more.

That is the cycle of eight changes in motion provided by the Ford cam. Here is the order in which the rate of motion changes: acceleration, de-acceleration (slowing down), acceleration, de-acceleration, acceleration, de-acceleration, acceleration, de-acceleration, to rest.

Timing of Every Cam Tested.

When the engine is developing its maximum horsepower of 40, at 2,200 revolutions per minute, this cycle takes place in only 1/366th of a second, which seems a short enough period of time. But consider this: each of the two sections of the cam where the slope is lessened and the push rod is laid gently against the stem, or the valve brought quietly into its seat, occupies only nine degrees on the cam. At 2,200 revolutions per minute it takes only one fourteen-thousandth of a second for the push rod to pass over this vital section of the cam. What happens in that infinitesimal period of time is what makes the Ford valves quiet.

So accurate are the cam-grinding machines that it might be supposed necessary to test only an occasional shaft, on the theory that a shaft chosen at random would be the average of an hour's or a day's production. Ford practice, however, is to test the timing of every cam on every shaft; for it is known that only thus can there be certainty that every shaft meets Ford standards of accuracy, and that thus every engine will have its valves timed, alike as the designers intend, to the smallest fraction of a second. To test the timing, each shaft is put in a Ford-designed timing machine, in which it is supported by its three bearings, exactly as it will be in the engine; it is then rotated while an indicator giving a reading to one-half of one-thousandth of an inch is applied to each cam in turn. Every cam must pass this test with an accuracy of one-thousandth of an inch, or the entire camshaft is rejected.

3,500 Miles in Fifteen Seconds.

To complete the silencing of the camshaft, the gear in the middle of the centre bearing, which drives the oil pump and distributor, is burnished, or run in, after it has been cut. The shaft is placed in a Ford-designed burnisher, in which it is held by its bearings. Three hardened steel master gears are pressed firmly into the camshaft valve chamber acts as a cushion bearing; the shaft is then rotated at the rate of 820 revolutions per minute for fifteen seconds, half the time in one direction and half in the other. The motion polishes the teeth from the moment the engine is started; the gear will operate silently. This burnishing process is the equivalent of three thousand to four thousand miles of actual running in the car.

In all over 150 tests and inspections are given the camshaft before it is ready for assembly in an engine. The most common defect of the camshaft is its "thousandth" of an inch.

an inch. The three bearings must have the right diameter within a thousandth; they must be concentric with each other within a thousandth; they must be concentric with the shaft within a thousandth; the diameter of the dowel pin holes in the flange to which the timing gear is attached must be accurate within one-half of a thousandth of an inch, or five ten-thousandths, and so forth.

Maintenance of such strict standards is necessitated partly by the unusual design of the cam surface and partly by the fact that the Ford valves are not adjustable. If an adjustment were provided in the valve push rod, as is common practice, it would be possible to compensate somewhat for minor imperfections in the cams. However, it is a basic Ford principle to make the valves nonadjustable; for any adjustment must in time get out of order, and this likelihood would lessen the reliability of the car. Furthermore, an adjustment is an invitation to finkers, whereas valve operation is so vital to engine performance that it should not be possible to change it. The Ford camshaft, push rod and valves are made right once and for all.

Early Opening, Late Closing. It might be thought that the valves should be opened and closed on dead centre; that is, that the intake valve is opened when the piston is exactly at the top of the stroke, ready to start downward, and closed when the piston is exactly at the bottom and about to start up; also that the exhaust valve is opened at the exact bottom of the explosion stroke, and closed at the exact top.

Actual practice is far from this. The Ford intake valves begin to open seven and a half degrees before the crankshaft reaches upper dead centre. This is for the reason that it takes a definite period of time to open the valve, and it is desired to have the valve as wide open as is practical by the time suction actually starts to draw a fresh charge into the cylinder.

The intake closes forty-eight and a half degrees after lower dead centre has been passed. This seems very late, for by that time the piston is well started upward, and one might think that some of the fresh gas would be driven back out of the cylinder. As a matter of fact, the incoming gas, drawn into the cylinder with considerable velocity, has so much inertia that when the valve has been left open for this length of time some additional gas is allowed to crowd itself into the cylinder. Thus the maximum charge is allowed to enter, for maximum power.

The exhaust valve starts to open fifty-one and a half degrees before lower dead centre is reached—again for the reason that it takes time to open it fully, and time for the gas to get started through the manifold. The exhaust closes four and a half degrees after upper dead centre is passed, being closed late to take advantage of the inertia of the escaping gas, which pulls out more than would be removed if the valve were closed exactly on the top centre.

Perhaps a few words about the valves themselves might serve as a fitting conclusion to this article. The valves in the Model A motor are unique in that they are entirely solid throughout. Each being free of any drilled hole, or slot, made necessary to the ordinary engine valve to accommodate a valve spring keeper (to hold the spring cap in place), they are correspondingly stronger.

In fact, it has been said that when they produced this wholly solid valve, Ford engineers accomplished the most important single advance yet made in valve design in an internal combustion engine.

The freedom from the usual piercing was gained by forging the valve with a bottom or foot terminating in a mushroom end. The valve spring is held in place by a retainer, shaped like a ring, which rests upon the mushroom. The face of the mushroom contacts with the push rod and is unusually wide, being about one-half inch in diameter. It presents an exceptional amount of wearing surface, which works in oil. The oil bath in the valve chamber acts as a cushion bearing; the shaft is then rotated at the rate of 820 revolutions per minute for fifteen seconds, half the time in one direction and half in the other. The motion polishes the teeth from the moment the engine is started; the gear will operate silently. This burnishing process is the equivalent of three thousand to four thousand miles of actual running in the car.

Among the advantages gained are: simplicity of construction and assembly; elimination of adjustment for fitting to contact end of push rod; no possibility of valve end burn; longer life. Considering the value in the market of the fact that it is made of chrome alloy, it is a guarantee of its hardness and almost everlasting wearing qualities. It presents a constant resistance to the most common defect of the camshaft, its "thousandth" of an inch.



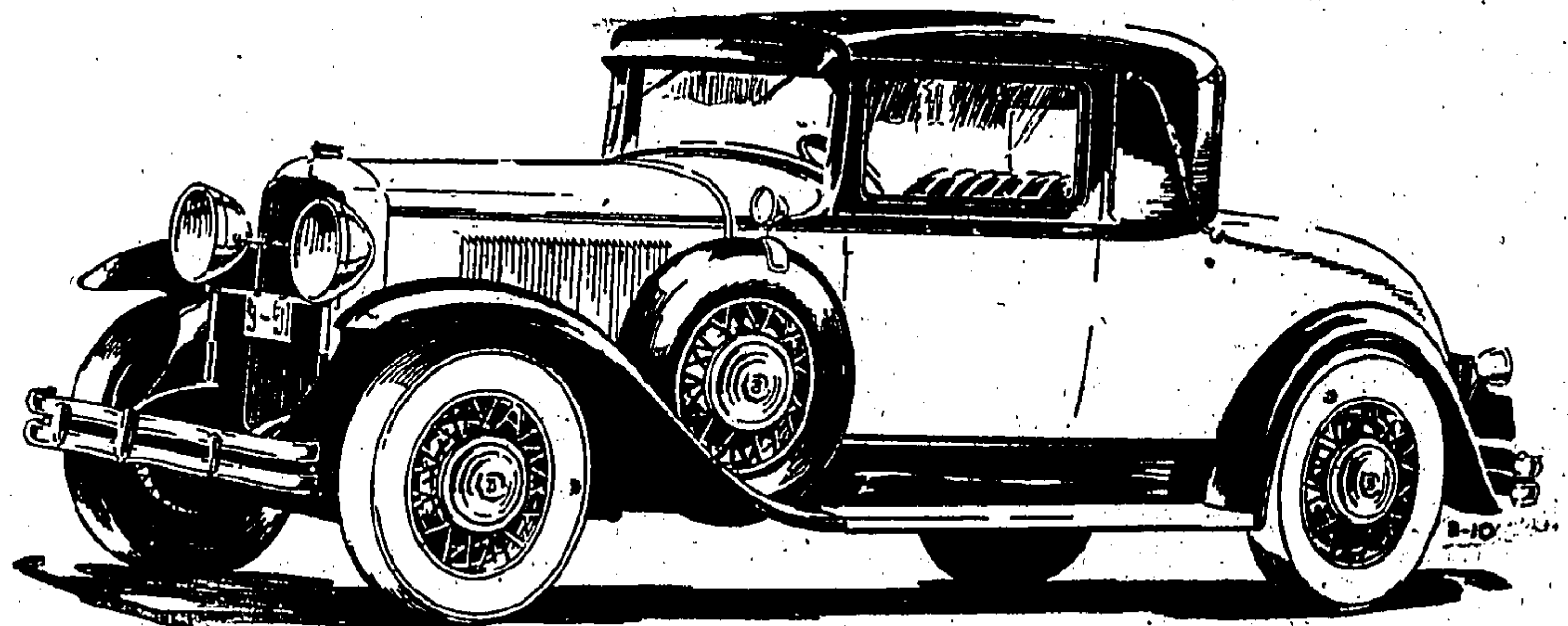
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GOOD INVESTMENT

Edsel Ford and Motor Industry.

Production in the new assembly plant of the Ford Motor Company at Buffalo, New York, was started on September 1 when, in the presence of more than fifteen thousand interested spectators, the plant was formally opened as the latest addition to the Ford family.

Following so closely on the recent opening of a plant on the West Coast at Richmond, California, the Buffalo ceremonies gave another demonstration of the company's programmes in carrying forward building operations, furnishing employment to labour and expending money for materials. It was the fourth new plant to be opened by the company during the past year.

"I know of no better expression of confidence in the future of our country," declared Edsel Ford in a telegram read at the opening, "than the large investment in modern facilities which we have made at Buffalo. We are firmly convinced that by adherence to our well-known belief in high quality and low costs and by the maintenance of our traditional standards of service, we shall be prepared to meet the next period of American industrial activity with manufacturing resources adequate to the greatness of the opportunity."

The new Buffalo assembly plant is located on the Hamburg Turnpike and projects out into Lake Erie harbour, occupying ground that has been filled in. The platform, where the exercises were held, was little more than a year ago, a patch of water in the outer harbour.

The luncheon preceding the formal opening was attended by one thousand civic, industrial and business leaders and officials of state, county and city. John J. Bennett, Jun., Attorney-General, presided at the luncheon, the machinery in motion, and Mayor Charles E. Roessch, of Buffalo, drove the first car off the assembly line. It was purchased by the city. After the opening, visitors were conducted through the plant, many thousands taking advantage of the opportunity on this occasion and later during open house week.

tributes to Henry and Edsel Ford and to the company for its great amount of constructive service were paid by the Attorney-General and other speakers.

PETROL PUMPS.

Home Counties to the Rescue.

Two more counties are taking steps to suppress ugly petrol pumps, or so to regulate their design that they "shall not offend the beauty of the scenery." It is proposed to prohibit them altogether within a mile of Stonehenge.

By-laws drafted under the Petroleum (Consolidation) Act of 1928 are being considered by the Wiltshire County Council. They give the Council power to regulate the site, design, materials and colour of all petrol-filling stations to be erected in the future, while established stations are given two years' grace within which to conform to the standard design and colour.

The Council is recommended to prohibit entirely the erections of petrol stations in four areas; within a mile of Stonehenge, within half a mile of the centre of the village of Avebury, within half a mile of Silbury Hill, on the London-Bath road, and within a mile of Old Sarum.

In Devon petrol pump regulations for the rural areas have already been adopted. Conferences are now being held with a view to similar action in urban districts. It is explained to the local authorities that the county has power to define any area as a beauty spot where no filling station may be erected, or to compel the removal from it of existing stations, and the local authorities are being asked to formulate proposals for limitation, prohibition, or removal as they think fit.

"Petrol stations are springing up like mushrooms all over Devon, and there is no necessity for half of them," was a statement made at the first of these conferences, at Honiton.

In both Devon and Wiltshire it is agreed that the motor trade organisations are loyally co-operating in the task of preserving natural amenities from the unwanted petrol pump.

The capacity of the new plant is four hundred cars daily. In addition to the main building there are loading docks, steam plant, paint and oil storage buildings, and contain more than three miles of conveyor.

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CURRENT SPORTING GOSSIP

THE SCOTTISH CUP
REPLAYS & DRAW.Queen's Park to Meet
Motherwell.

ENGLISH LEAGUE RESULT.

London, Yesterday.
The following were the full results of yesterday's football in both England and Scotland as cabled by Reuters:—

ENGLISH LEAGUE.

Third Division (North).
Tranmere 2 Darlington 1

SCOTTISH CUP.

First Round Replays.
Ablon R. 4 Leith A. 2
(after extra time.)
St. Johnstone 2 Ayr United 0

Second Round Draw.
The following is the draw for the Second Round of the Scottish Cup to be played on Saturday, January 30:—

Boness v. Partick
Dunfermline v. Dundee
Hamilton v. Armadale
Kilmarnock v. Albion R.
Queen's Park v. Motherwell
Edinburgh v. St. Bernard's
Airdrieonians v. King's Park
Raith R. v. Rangers
St. Johnstone v. Celtic

Queen of the South v. Dundee U.
Hearts v. Cowdenbeath
Clyde v. Arbroath

CLUB BEAT ARMY IN
RETURN ENCOUNTER.Sim Shield As Good
As Won.

OWEN HUGHES BRILLIANT.

On the U.S.R.C. ground yesterday afternoon the Hong Kong Hockey Club defeated the Army by four goals to two in the Second Round of the Sim Shield Competition.

The Club showed a definite superiority throughout. Owen Hughes being responsible for some beautiful centres which could only result in scores. If he had been held a different story might have been told. The Army scored first when Smith shot through during a melee in the goalmouth. The lead was not held for long, however, for E. V. Reid equalised with a dazzling shot from a most difficult angle. The Club forged ahead soon after when E. V. Reid again scored. Shortly before half time a brilliant solo effort by Owen Hughes presented Evans with a gift goal, the Club thus crossing over with a three goals to one lead. Early in the second half the Army reduced the arrears when Johnson scored but Evans placed the issue beyond doubt with a cross shot which produced the Club's fourth goal.

Friendly Match.

The following will represent the Hong Kong Hockey Club "A" team against the 3/9th Jat Regiment at King's Park at 5 p.m. to-morrow:—
E. S. Moses; L. A. R. Duncan, L. F. Nicholson; F. W. Allen, E. G. Dale, K. H. Uttley; R. W. Sapsed, R. H. D. Wade, S. Hill W. A. Nowers and G. F. Rees.

FOURTEEN SELECTED
FOR SHANGHAI.Strong Forward Line
for Interport.

The following fifteen players have been selected to make the trip to Shanghai next month:—

McKelvie (Kowloon) (captain)
Rodger (Club) (vice-captain)
S. Strange (Club)
Martin (Kowloon)
Hay (Argylls)
Bliss (Kowloon)
B. Gosano (Recreo)
Davies (Borderers)
Howe (Club)
Leonard (St. Joseph's)
Hughes (Argylls)
Mullane (Borderers)
Skinner (Club)
Shepherd (Police)

W. E. Hollands (general manager).
Happy Valley, commencing at 2

LINDRUM SMASHES
OWN RECORD.Break of 4,137 Against
Joe Davis.

TWO RECORDS CREATED.

Davis Follows It With Break
Of 1247.

London, Yesterday.
A new world's billiards record break has been established by Walter Lindrum, the Australian, who, playing against Joe Davis, the professional champion of England, he passed his previous best of 3,905 and was still in play, with a break of 4,000 to his credit.

Later.
Lindrum continued to play masterly billiards and had reached 4,137 when he failed at a difficult cannon.

Another record was created when Davies compiled a four-figure break immediately following Lindrum's world record. At the conclusion of the afternoon session Davis had scored 1,131 unfinished. To this he added 116 and then failed. His full break was 1,247.

This is the first time in the history of the game that two players have registered four-figure breaks in successive innings.

—Reuter.

VOLUNTEER SPORTS
ON SATURDAY.Portuguese Company to
Retain Trophy?

TO-DAY'S EVENTS.

The Hong Kong Volunteer Defence Corps are holding their Sixth Annual Athletic Meeting on the ground of the Club de Recreio on Saturday commencing at 2.30 p.m. Lady Peel has very kindly consented to present the prizes and it is hoped that most of the prominent members of the Colony will be present.

The venue is particularly appropriate as the Portuguese Company are the holders of the Inter-Unit Challenge Cup, around which is centred the chief interest of the Meeting.

The Cup was presented by the present Commandant, Lt.-Col. L. G. Bird, D.S.O., and was first won by the Machine Gun Company. It was wrested from them last year by the Portuguese Company who have entered a very strong contingent to defend their title this year. The Machine Gun Company's entries are fewer than usual, but of sufficient strength to ensure keen competition for the Cup. The Scottish Company's entries are poor, the bulk of the work falling on J. J. Ferguson. They, together with the Small Units, may however, affect the issue between the Portuguese and the Machine Gunners by depriving one or the other of valuable points.

Good entries have been received for the Open Relay Race and the Open Mile and given fine weather spectators are assured of a good afternoon's sport.

The High Jump event, which was decided on Tuesday, resulted in the Portuguese Company collecting four points and the Scottish Company two points. A. V. Gosano was first, J. J. Ferguson second and B. Gosano third.

This evening the Tug-of-War, Putting the Shot, and Throwing the Discus will be decided on the Murray Parade Ground at 5.30 p.m. To-morrow evening heats for the 220 and 440 yards will be run off at Happy Valley.

INDIANS TO PLAY
CRAIGENGOWER.Junior Champions
in League Game.

The following will represent the Indian R.C. second eleven in their League Cricket match against the Craigenower C.C. on Saturday at Happy Valley, commencing at 2

KOWLOON GOLF
CLUB.Thomson and Groves
Qualify.

HOLIDAY ARRANGEMENTS.

In the qualifying round of the Captain's Cup played over the Kowloon course during last week-end, J. D. Thomson 73-3=70 and W. Groves 82-12=70 qualified.

The last opportunity to qualify for the Captain's Cup will be next week-end, January 23 and 24, and the first round will be decided on the 31st instant.

For the Chinese New Year holidays a one club competition will take place on Saturday, February 6, and the Annual Married v. Single match for the custody of the "Cogan" Cup will be played for on Monday, February 8.

The "Fear" Cup competition to be decided over 36 holes medal play will take place on Sunday, February 7. The draw will be made at noon on February 6 and will be posted in the Club House, competitors to make their own arrangements regarding starting times.

Entries are now being received for the American Tournament, match play to take place during the months of February to March.

"REST" FIFTEEN FOR
SATURDAY.Last Rugby Trial
Before Selection.

The following will represent the Rest of the Colony against the probable Interport Rugby fifteen in the last trial before the final team is selected at Happy Valley on Saturday:—

Lt. Gosling (Navy); Lt. Keith Murray (Argylls); Lt. Stevenson (Argylls); G. A. L. Plummer (Club); Pte. Lewis (Borderers); A. F. Jenkins (Club); Lt. Charsley (Navy); Lt.-Comdr. Crick (Navy); Lt. Robertson (Navy); Cpl. Souther (Borderers); A. B. Deykin (Navy); E. R. A. Doggett (Navy); Lt. Crewe-Read (Borderers); F. R. Burch (Club); Lt. Hubback (Navy).

ASSOCIATION TRIAL
ON SATURDAY.Selected Team to
Play Navy.

On Saturday the following have been selected to play in an Association Trial game against the Royal Navy on the Kowloon F.C. ground at 4 p.m.

G. Rodger; Martin, Strange; Skinner, McKelvie, Bliss; B. Gosano, Davies, Shepherd, D. Leonard and Hughes.
Reserves: Mullane, Hay and Howe.

POOR SOCCER TRIAL
ON RAILWAY GROUNDUnimpressive Forwards
Fortunate to Win.

On the Railway ground yesterday a probable Interport eleven defeated the South Wales Borderers by the odd goal in three in a game unproductive of good football and generally lacking in interest.

The selected forwards were far from impressive and were fortunate to win. Leonard and Shepherd scored the goals, both as the result of individual efforts and not through team work. Martin had the misfortune to put the ball into his own net to give the Borderers their only goal.

p.m. sharp:—
M. R. Abbas (captain); A. R. Abbas, F. M. el Arculli; H. T. Barma; A. K. Ismail; S. Ismail; M. P. Medar; K. Nazarin; A. M. Rumjahn; A. R. Sufiad and A. S. Sufiad.

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TO-DAY

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JANUARY	30	" 8.30 "
FEBRUARY	7	" 8.00 "
FEBRUARY	8	" 2.00 "

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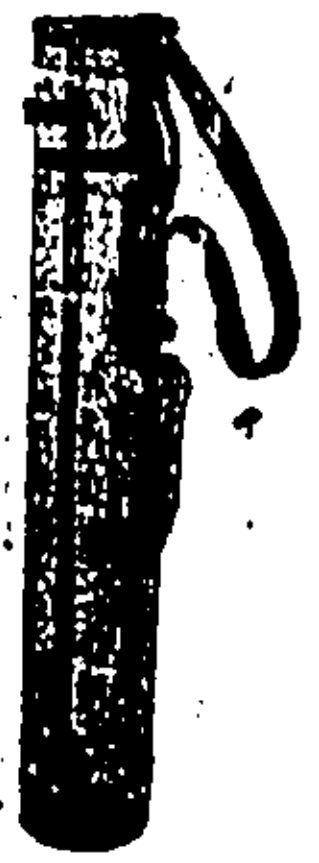
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ROUND THE LOCAL
CINEMAS.

Reviews from Official
Sources.

"HUSH MONEY."

Admirers of the beautiful Joan Bennett are both surprised and gratified over the new Joan that Hollywood has developed—a girl who proves in "Hush Money," now at the King's Theatre, that she can do other things besides radiate beauty from the screen. As Janet Gordon, in this Fox film, she plays her first really emotional role.

The early sequences of the screen play find her a young and beautiful girl, driven by poverty to accept the patronage of a presumably cultured and wealthy man. When she learns that the man is merely a racketeer, she is forced to become one of his gang, even to pose as his wife.

Eventually she and the rest of the gang fall foul of the law and receive prison terms. On her release she determines to go straight and is helped in that determination by a big, hardboiled but soft-hearted detective.

She and the detective both go through, but not without a very bitter struggle, ending with a murder.

"EAST OF BORNEO."

Thirty thousand miles for atmosphere!

Nothing better illustrates the care and expense involved in the making of a motion picture than the "location" trip by a sound unit from Universal studios for the purpose of filming exterior scenes for "East of Borneo," the strange Far Eastern drama which is showing at the Central Theatre to-day.

Starting from Hollywood on a romantic adventure, the company steamed across the Pacific to Singapore, where a yacht had been chartered for the use of the travellers. In this vessel they thoroughly covered the Far Eastern countries, visiting Sumatra, the Straits Settlements, Borneo and the Malay Archipelago. Many of the scenes were obtained far in the interior of the Malay country, the company journeying for more than 400 miles up the Riau River in the Malay state of Penang.

As a result of the company's remarkable location trip, extending over six months, many unusual scenes were secured for incorporation in the picture, which has been hailed as the outstanding example of technical perfection in a motion picture filmed literally at the other side of the world.

"FIVE AND TEN."

How would you like to spend an entire week making "whoopie" and getting paid for it at the same time? This is what happened to the large group of extras used at the Metro-Goldwyn-Mayer studios during filming of Marion Davies' new picture "Five and Ten" which is being screened in the Queen's Theatre to-day.

The film, based on the Fannie Hurst novel, is concerned with the millionaire class of New York and involves several lavish entertainments necessitating use of large groups of extra players.

Leslie Howard plays opposite Miss Davies, and the supporting cast includes Irene Rich, Richard Bennett, Kent Douglas, and Mary Duncan.

"BAD GIRL."

Shrewd film fans want to make special note of each picture directed by Frank Borzage. He has the happy faculty of imbuing each of

his productions with a quality that for want of a better term might be labelled "directorial genius." Hence the fans make it a point never to miss a Borzage picture.

That portion who have thus learned to choose their entertainment farce by directorial reputation, will not be disappointed when they see Borzage's latest achievement, "Bad Girl," Vina Delmar's searching drama of young marriage with Sally Eilers and James Dunn co-featured, that will be shown at the King's Theatre very shortly.

"Bad Girl" has more human interest. It touches the heart strings of more people than any story I've directed since "7th Heaven." That is Borzage's own comment on his latest Fox production, so his admirers will know what to expect.

"LASCA."

Dorothy Burgess, dark, seductive and talented, is the girl chosen by Carl Laemmle, Jun., to bring the Frank Desprez character, "Lasca," the fiery Mexican dance hall senorita of the famous poem, to the screen.

The motion picture version, "Lasca of the Rio Grande," is the next attraction at the Central Theatre, and has Leo Carrillo, Joan Mack Brown, Slim Summerville and Frank Campeau in its cast in addition to the beautiful Miss Burgess.

After a startling success opposite Warner Baxter in "In Old Arizona," Dorothy Burgess retraced her steps to the stage to be starred in "White Cargo" and "The Bird of Flame." Then came the "Lasca" call, and the producers now have her slated for stardom and an "uninterrupted screen career."

"A FREE SOUL."

Society and the underworld, the sordidness of Chinatown dens, and the beauty of Yosemite Valley are contrasted in a spectacular series of dramatic happenings in "A Free Soul," Norma Shearer's newest picture, which will come to the Queen's Theatre on Sunday.

Miss Shearer plays the daughter of a brilliant though drunken lawyer. The ultra-modern teachings of the father give her an idea of feminine "freedom" that in the end sends the structure of life crashing about her ears. Torn between the love of a gambler and a society man, her happiness is finally saved when, in a dramatic appearance before a jury, her father bares his own sins to save his child.

Leslie Howard and Clark Gable share leading man honours with the heavy character role going to Lionel Barrymore.

LONDON MURDER.

Extra Police on Duty
at Schools.

London, Jan. 12.

Scotland Yard continues to pursue a vigorous search for the murderer of Vera Page. Extra police are on duty at schools in the Notting Hill district, which were reopened to-day.

Vera Page, who was eleven years of age, was murdered on Dec. 16, and the body was found under the bushes in the garden of a house in Kensington. It is believed that the girl was accosted by a motorist and taken to a garage, where she was maltreated and murdered.

A message of Jan. 2 stated that the police were searching for a woman who was believed to be shielding the murderer.

Newspapers published Mrs. Page's appeal to the shielder of the murderer, which read: "If you are a woman and understand a mother's feelings, if you are a man and understand a father's, do not shield the monster."—Straits Times.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 355 metres: 5-5.32 p.m.—Operatic.

The Flying Dutchman—Spinning Chorus (Wagner), The Flying Dutchman—Yo Ho He (Wagner), The Royal Opera Chorus & Orchestra (7117).

Thais (Massenet)—Mirror Song, Long Thais (Massenet)—Love Has Long Been a Rare Virtue, Maria Jeritza (Soprano) (1214).

Carmen Suite (Bizet)—Soldiers Changing the Guard, Carmen Suite (Bizet)—March of the Smugglers, Philadelphia Symphony Orch. conducted by Leopold Stokowski (6874).

Tosca (Puccini)—Strange Harmony, Marion Lescant (Puccini)—Maiden So Fair, Beniamino Gigli (Tenor) (1213).

5.32-6.02 p.m.—European Children's Concert from the Studio. 6.02-6.37 p.m.—Concert Items.

Violin Solo—Oh Promise Me (De Koven), Love's Garden of Roses (Haydn Wood), Renee Chemet (1328).

Song—The Cuckoo (Lohmann), I Know a Lovely Garden (Teichmayer-D'Hardelot), Maria Jeritza (Soprano) (1801).

Piano Solo—Cradle Song (Brahms), Under the Palms (Albeniz), Alfred Cortot (1271).

Song—The Far Away Bells (Furber-Gordon), Because I Love You (Berlin), John McCormack (1215).

Violin Solo—The Rosary (Nevin-Kreisler), Mighty Lake Rose (Nevin-Kreisler), Fritz Kreisler (1320).

7.37-7.24 p.m.—Variety. The Song of the Sewing Machine, My Man, Fanny Brice (Comedienne) (2168).

My Song of the Nile, Pals Forever, The Melody Three (22028), Old Playmate, A Faded Summer Love, Paul Whitman and His Orchestra (22827).

Twisting the Dials, The Happiness Boys (35953), Red Lips Kiss My Blues Away, Side by Side, Alleen Stanley and Johnny Marvin (40714).

For You Alone, Because, Richard Crooks, Tenor (1497), 7.24-8 p.m.—Orchestral.

Academic Festival Overture (Brahms), Detroit Symphony Orchestra conducted by Ossip Gabrilowitch (8835).

Orpheus Ballet—Dance of the Spirits (Gluck-Mottl), Minuet from Serenade (Brahms), Detroit Symphony Orchestra conducted by Ossip Gabrilowitch (8834).

Le Rouet D'Omphale (Saint-Saens), Philharmonic Symphony Orch. conducted by Wilhelm Mengelberg (7005).

Value Serenade (Tchaikowsky), (a) Russian Soldier's Song (Altshuler), (b) Marche Miniature (Tchaikowsky), Detroit Symphony Orchestra conducted by Ossip Gabrilowitch (8835).

8 p.m.—Local Time. 8.05-10.30 p.m.—Chinese Studio Concert. 10.30 p.m. (approx.)—Close Down.

All records in the above European programmes are kindly supplied by the Tsang Fook Piano Co.

Practice is required to give confidence in taking a penalty kick. A few selected men for the business, and the odd moments spent in gaining confidence and direction, would be well worth while. The ground would not suffer any harm, and the chosen men would derive a great deal of good.—Colin Veitch.

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1. Shark's Fins with Yellow of Crab in Special Soup.
2. Roasted Fowl Liver & Mutton Leg.
3. Steamed Fresh Mushrooms in Shrimp-Roe Gravy.
4. Stewed Duck with Greens.
5. Thick Milk Gravy with Preserved Fruits.
6. Mixed Rice in Fresh Lotus Leaf.

PRICE: — \$2 per dinner per head.

1. Shark's Fins with Yellow of Crab in Special Soup.
2. Roasted Fowl Liver & Mutton Leg.
3. Steamed Fresh Mushrooms in Shrimp-Roe Gravy.
4. Thick Milk Gravy with Preserved Fruits.
5. Mixed Rice in Fresh Lotus Leaf.

PRICE: — \$1.50 per dinner per head.

A. L. A. CARTE.

Single dishes can be obtained at Prices on List.

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Special dishes ready for Patrons' Order at all hours. There is a special à la carte menu in English from which patrons can order other dishes (also as moderately charged as the menu). One can choose to the individual taste, shark, chicken, duck, swan, shark's fins, bird's nest soup, beef or fried game, pigeons, as well as one hundred other delicious delicacies to command.

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SHANGHAI

MANILA

DAIRY FARM NEWS

We **BEG** to announce that from **TO-DAY** and until further notice all **MILK** and **CREAM** sold by us will be **Pasteurized** and may be consumed as delivered to customers. This step has the full approval of the Medical Officer of Health.

The Dairy Farm Ice & Cold Storage Co., Ltd.

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HONG KONG.

DEATH.

HYNDMAN.—At his residence, 27, Jordan Road, Kowloon, at 7.55 a.m. to-day, Henrique Hyndman, aged 74. Deeply regretted. Funeral will pass the Monument at 5.30 p.m. to-day. (Macao, Shanghai and Manila papers please copy.)

The China Mail.

Hong Kong, Thursday, Jan. 21, 1932.

British Films.

Of great interest to overseas residents is the news that a company has been formed to "boost" British films. The Colonial Office has given the project its blessing by appointing an advisory committee, which includes Sir Horace Byatt and Sir Reginald Johnston (formerly in the Hong Kong Civil Service). The campaign is backed, we are told, by "all the Colonial administrations"—but the local authorities have thus far observed rigid silence on the topic, succeeding admirably in keeping such a mighty State secret from leaking out prematurely! However—thank goodness we are in cable communication with London.

The new combine—the British United Film Producers Company, Limited—is representative of all the prominent British "talkie" makers. Its creation is the outcome of recommendations by the Colonial Film Committee in 1930. It aims to distribute British films in territories hitherto inaccessible to individual companies and to endeavour to cater for the requirements of both European and native populations.

There ought to be an absence of any tendency on the part of overseas folk to look a gift horse in the mouth or to rush into print with comparisons between British films and American films. Rather should the announcement of the powerful campaign create the utmost satisfaction wherever Britons reside throughout the Seven Seas—satisfaction that, in regard to films at least, old John Bull is at last waking up and giving us an earnest of a Business Government. We need not grudge the proud position held to-day by America in the realm of films.

a position won by sheer pluck and merit—but that of itself ought to inspire in us a spirit of emulation and a desire to vie with the best that Hollywood can produce. Many factors have contributed in the past to stifle British enterprise in the making of films; and not the least of the handicaps has been the army of censorious critics at Home who have spared no pains to magnify the worst and obscure the best features of British productions. Fortunately—even from a purely sentimental point of view—these gentlemen with vitriolic pens have not encompassed the discomfiture of British film makers, who are surely, if slowly, coming into their own. They are rising superior to earlier discouragements and placing Britain indelibly on the film map. How successful have been some of their recent efforts was recently demonstrated in the King's Theatre during an all-British week of "talkies."

The sponsors of the campaign launched at Home must, if they hope to fulfil even a tithe of their "aims and objects" in the "boosting" of British films, take a leaf out of their American cousins' book in regard to propaganda. The keynote of America's success from the box-office angle has been Publicity, Publicity, and that is the weakest feature of the work of British film manufacturers and producers. For every ten yards of publicity matter unloaded on overseas residents by the Americans, the British cannot produce ten inches. In no other modern American industry, perhaps, has the slogan "It Pays to Advertise" wielded a stronger and more powerful influence on the public all over the world. They are past masters at the game, whilst the British are mere apprentices! In this direction can John Bull wake up to some purpose and keep awake!

From Other Pens.

The Dinner Band.
One of the greatest advances of science, we are continually assured, is in the work of Professor Pavlov, who has proved that you can, if you take pains, make a dog's mouth water by means of a bell. This is believed by the sanguine to show how the human mind works. But here

is another scientific discovery from America.

Dr. Laird says that, if you sit under music at dinner your mouth will not water nor your gastric juices flow. This doom is fixed, whatever the band may be like. No education, such as was suffered by the Pavlovian dogs, will break the immutable law that noise dries up the secretions and impairs the digestion. The doctor has worked it out in centimetres to two places of decimals.

No wonder the lady in the play was "never merry when she heard sweet music." I wonder if Dr. Laird is musical.—H. C. B. in the Daily Telegraph.

The Carlton Club Centenary.

In a few days the Carlton Club will enter its hundredth year.

I do not know if the centenary is to be celebrated by a banquet—an extra iron rail has been added to the main staircase leading from the annexe dining-room—but I am told that an elaborate history of the club is being prepared.

The historian will not lack rich material for his task. Many historic scenes have been enacted in the club. I trust, too, that the history will deal faithfully with those curious cases in which aspirant members have been asked to withdraw their candidature.

The Carlton is older by five years than its rival, the Reform, and coeval with the City of London Club.

Most people, by the way, will be surprised to learn that the entrance fee to the City Club is more than twice as high as that to the Carlton, namely, 100 guineas to 40 guineas. Moreover, the City Club has been able in recent years to increase its entrance fee. Previously it was 75 guineas. There can scarcely be many clubs in this fortunate position.—Londoner in the Evening Standard.

News in Brief.

The lowest open air temperature up to 4 p.m. yesterday was 60 degrees. The humidity was 72 at 10 a.m. and 70 at 4 p.m.

The steel passenger steamer *Hol Lee* is to be sold by auction by Lammet Brothers on Thursday next at 3 p.m. Particulars of the vessel are advertised in this issue.

Sally Eilers, a new cinema star, who married Hoot Gilson, will be seen in the King's Theatre on Sunday in "Bad Girl." Our reviewer, who saw an advance screening, will give you his impressions in Saturday's issue.

The case against Sung Ping and Cheung Wan, two stockers from the S.S. *Empress of Asia*, concluded at the Kowloon Magistracy yesterday, when both were convicted. A disturbance occurred in the stokehole of the ship, while at sea, when the men assaulted Mr. Galloway, fourth engineer, with an iron bar and a shovel. A fine of \$25, or a month's imprisonment was imposed on the first man, and two months' imprisonment on the second.

Yesterday two men entered No. 401, Queen's Road West, and, after intimidating three female inmates, escaped with bangles and rings valued \$100. Whilst they were occupied with her daughter and the amah, a woman named Fong Wai-fun, dashed down the stair and gave the alarm, in spite of the fact that she had her wrists bound with wire, and a rubber ball in her mouth as a gag. Later the Police picked up a revolver and a knife.

The subject of public ownership of utility services was debated at the European Y.M.C.A., Kowloon, last evening. The motion that public ownership was undesirable was moved by Mr. L. C. F. Bellamy, who denounced the system and sought to show how it had failed in many parts of Britain. Mr. P. S. Cassidy opposed the motion and tried to show that cut-throat competition eventually led to an increase in the cost of products, and that under private enterprise it was not possible for those who lived in the more isolated areas to obtain electricity or gas. After discussion, the motion was carried by 68 votes to 33.

Personal Par.

The forthcoming marriages are announced of Rudolf Hulsemann, of 55 Peking Road, Kowloon, and Kathi Schrader, en route to the Colony on the S.S. *Conte Rosso*; and of Li Shu-fong, of the Bank of Canton, and Flora Wan, of 8, Whitefield Road.

CORRESPONDENCE.

"UNAUTHORISED TAX."

(To the Editor of "China Mail.")

Sir,—I am directed to refer to a statement published in your issue of January 20, purporting to be a summary of a letter proposed to be written by the Hong Kong General Chamber of Commerce in reply to a circular letter issued by the Chinese Piece Goods Guild.

The summary in question, and the references to the discussion at a meeting of the Piece Goods Sub-Committee, are unauthorised and incorrect.

Please give this denial the prominence of the original report.

Yours, etc.,

M. F. KEY.

Secretary.

Hong Kong, January 21.

'VARSITY PROFESSOR ASSAULTED.'

Students Object to Appointment.

CONDITION NOT SERIOUS.

Nanking, Jan. 10.
A grave assault on the person of Mr. Kuei Chung-chi, newly appointed President of the National Central University, was perpetrated this morning by a group of students of that institution. As a result, Mr. Kuei is suffering from wounds on the head and face with cuts and lacerations in many parts of the body. His condition, however, is not believed to be serious. Opposition to Mr. Kuei's appointment was manifested last week as soon as it was announced. A committee was then formed among the students with the object of preventing him from assuming the presidency.

As Mr. Kuei was proceeding to call on Mr. Liu Kwang-kua, Dean of the College of Law, to discuss the question of taking up his new office, a group of hostile students soon gathered and demanded his departure from the campus. Verbal demands were followed by violence. Before Mr. Liu was able to intervene and get Mr. Kuei away, his assailants struck him several times.—Kuo Min.

STAR FERRY DIVIDEND.

Subject to audit, the "Star" Ferry Co., Ltd., report that the balance at Profit and Loss Account for the year ended December 31, 1931, is \$398,539.38, which, together with \$32,836.99 brought forward from the previous year, makes a total of \$431,376.37 available for appropriation.

The Directors will, at the approaching meeting of shareholders, recommend the following distribution:

To pay a Dividend of \$2 per share and a Bonus of \$3 per share \$400,000.00
To carry forward \$31,376.37
\$431,376.37

ANOTHER DEFAULTER NATION.

Greece Nearing "Breaking Point."

Athens, Jan. 18.

That Greece would be compelled to default all payments on her foreign and domestic loans unless the economic outlook improved speedily and materially formed the gist of a statement by the former Premier, M. Papanastasiou, published this morning. The statement declares that Greece's position is especially grave as the result of the general crisis and that the situation has been aggravated by the inauguration of a protectionist policy on the part of various countries. The statement concludes:

The Bank of Greece has increased its discount rate from 11 to 12 per cent. Trans-Ocean Kuo Min.

SHADOWS BEFORE

COMING EVENTS ADVERTISED
IN CHINA MAIL.

Social Functions.

To-day—Tea Dances at Hong Kong Hotel and King's Restaurant; Dinner Dances at King's Restaurant, and Peninsula and Hong Kong Hotels.

To-morrow—Tea Dances at King's Restaurant and Hong Kong Hotel; Dinner Dances at King's Restaurant, and Hong Kong and Peninsula Hotels.

To-day—Old Bedfordians' annual dinner, Hong Kong Club, 8 p.m.

To-morrow—Reel Club Dance, Lane, Crawford's Restaurant.
Saturday—Burns Dinner, Lane, Crawford's Restaurant, 8.30 p.m.

Entertainments.

To-day—King's Theatre; "Hush Money."

To-day—Queen's Theatre; "Five and Ten."

To-day—Central Theatre; "East of Borneo."

To-day—Majestic Theatre; "Queen High."

To-day—Star Theatre; "Dynamite."

To-day—Chinese Play at Helena May Institute.

Home Mails.

To-morrow—Inward from Europe via Siberia (Hakozaki Maru); Outward for Europe via Siberia (President Jefferson), 6 p.m.

Lammerts' Auctions.

To-morrow—At 60A, Nathan Road, Kowloon, household furniture, 10.30 a.m.

To-morrow—At Sales Room, collection of stamps, 5.15 p.m.

H. HYNDMAN, JR.

Passes Away in Kowloon.

SECRETARY FOR 20 YEARS.

Double pneumonia has taken toll of another resident of Kowloon in the person of Mr. Henry Hyndman, Jun., who passed away at 7.55 this morning at his residence, 27, Jordan Road, at the age of 74 years.

Mr. Hyndman early in his career saw service in the Hong Kong Steamboat Co. After being employed by the now defunct firm of Fenwick & Co. he left for Manila to join Smith Bell & Son. Returning to Hong Kong he was appointed bookkeeper for the Hong Kong and Whampoa Dock Co., Ltd., which he left to become Secretary of Messrs. W. S. Bailey & Co.—a position he retained for 20 years.

Mr. Hyndman was predeceased by his wife 17 years ago. He is survived by five sons, all of whom are married, two being in the Colony, two in Shanghai, and one in Manila; and five daughters (Mrs. V. Goncalves, Mrs. F. X. Soares, Mrs. Lobo, who resides in Macao, and the Misses Dolores and Consuelo Hyndman). There is also a number of grandchildren and three great-grandchildren, to all of whom the deepest sympathy will be extended.

The funeral will pass the Monument at 5.30 this afternoon, the interment taking place at the Roman Catholic Cemetery.

To-day's Thought.

Some college students seem to work for a degree rather than for an education.

Ten Years Ago.

(From the "China Mail" of January 21, 1922.)

To-day's dollar is worth 2/7½.

The next tournament of the Hong Kong Boxing Association has been fixed for Saturday, February 25, either at the City Hall or K's Ming Yuen Gardens, as circumstances allow. The bouts have not yet been definitely arranged, but the services of such good men as Williams, Britt and Jones have been secured and the tournament promises to surpass even the last one, which was voted the best yet held under the auspices of the H.K.B.A. Local fans are greatly interested in young Chadwick after his excellent performance at the last two tournaments, and the Association will do well to include him in the next programme.

"NEXT CHANGE TO THE KING'S"

JAMES DUNN

SALLY EILERS

BAD GIRL

THE DAY THE WEEK BROKE

By J. R. GREGSON.

The very moment he awoke he remembered it was Thursday. It was as though the thought had been sitting on his pillow, waiting for the first blanket of sleep to be rolled back.

He rose quickly, eagerly. He doffed his nightie and put on his day things in haste. He wanted to get into Thursday, and Thursday didn't begin until you were downstairs. None of the days belonged to upstairs. He often wondered what the days were like before and after bed claimed him. Perhaps they began as little things, coming from somewhere and going back to nothing. This Thursday, now, which always came round in its proper place. Did it stop still when it wasn't there, or did it go so far away that it simply couldn't be seen? Most likely it was that. Some day he would wake early, before it was Thursday at all, and wait for it to come.

At first it would be so tiny and so far away that there would be no colour in it at all. Then, nearer and nearer it would come, more red than anything else. Then nearer and nearer until he could see the orange and the gold and the yellow, and then the little white streaks that flitted in and out between them all. And somewhere in between he would begin to smell it, and it would be quite Thursday — as it would be to-day when he went downstairs.

A day of oranges, reds, and yellows — a burning day. Even the fire knew when it was Thursday, was glad about it, too, and flung fluttering banners all over the walls and the ceiling and little yellow lights that played hide-and-seek on the pictures — but more on their frames than their glass — and on the dresser, and on the lustres; but if you shut one eye at the lustres you could see purples and greens and blues as well.

He would soon be downstairs amongst the glory and the warmth and the busy, good smells. His mother would be on her knees on the hearth-rug, kneading the bread. Then, while he ate his breakfast, she would make the meat-and-potato pie, and the dough would begin to swell. After that the smells of currants drying in front of the fire after being washed, and candied peel, and the dough and the pie cooking — the day would go from one to the other, with tarts and coconut patties and seed loaf and the browning of bread.

A lovely day, with the loveliest colours of all the week. Sometimes he thought it really ought to be the last day as well. Funny thing, how grown-ups didn't save the best things to the last, but his mother didn't seem to mind Friday coming after Thursday.

Friday, the one day, except Tuesday, when the house didn't seem to be like itself. When the floor was bare and the tablecloth was a newspaper. And all you could smell was polish, and his mother always rubbed her nose with the back of her wrist, and yet it was always smudged.

Funny, too, how Friday always seemed to go on until Saturday dinner-time. Saturday never really began until the brass fire-irons were down, and the fire seemed too frightened to crackle. Saturday was the day that was green — he never knew whether it was because of the plush tablecloth which he hadn't to ruffle or because the greengrocer called in the morning. He felt he ought to like the day better than he did — there was his "Saturday penny" for one thing, — but Saturday was half-and-half. His father came home at noon, and the day didn't belong just to him and his mother, like all the other days but Sunday.

Sunday was the day for the three of them — the day his mother said "Shsh" to him and his parents said things to each other. A stiff day, when he mustn't be rough and spoil his "Sunday best" or crumple his collar. Starch — white — only the day didn't shine. Neither did Monday, when the brass fire-irons were put away

on the couch, carefully wrapped in an old shawl, and the whole house seemed to be thinking of Tuesday. The white was getting smudgy — half-starch and half-mist — because Tuesday, the day of slops and misery and washing was on the way. A dull, watery blue was Tuesday, with cold rice pudding, cut solid like cake, for dinner. The worst day of the week, with puddles on the floor and shiny, bubbly soapuds which he wasn't allowed to play with. What a blessing was Wednesday, brown golden, with the smell of ironing and a general drying-up of the house and a getting ready for Thursday. For Thursday. . . . The day that was waiting for him downstairs, with the "plump-plump-plump" of the kneading, and the "swee-ick" of the dough as it left the sides of the big bowl. He had only to step down fourteen steps to be really in Thursday. No, twelve steps, really, because the bottom two were on the other side of the stairs door, in the house, and already in the loveliness of the Thursday that was watching for him. . . .

Now there was only the stairs door between him and the day that was waiting to rush upon him the moment he lifted the ratty latch.

Lift it quietly — quietly — quietly. Perhaps he would catch it with its back to him. . . .

There was no Thursday. There was no fire in the grate — there was a man, full of smudges, with brushes, kneeling in front of the empty bars, and a smell of soot.

"Nah, then, nipper!" said the black man, and his teeth were ever so white and his gums ever so pink.

"Isn't — isn't it Thursday?" and his bottom lip, felt queer.

"Accordin' to my reckonin' it is!" Then his mother came in from the street and gave him his breakfast on a stool near the door, because all the best ornaments were on the table covered with a newspaper, and he ate slowly, wondering why the houses opposite looked just as they always did.

And when the black man had taken his white teeth and pink gums out of the house Thursday crept back. But it was a frightened Thursday.

At Sincere's roof garden the exhibition of the Lai Ching Arts Academy (principals, Mr. and Mrs. S. Y. Pau) was opened yesterday. Chinese paintings and embroidery being greatly admired. The exhibition will be open to-day and to-morrow, admission being free.

LOCAL SHARE MARKET.

A "Quietly Steady" Opening.

LITTLE VARIATIONS.

The official summary issued by the Stock Exchange to-day states: The market this morning again opened quietly steady, with little variation from the rates of yesterday.

Sales.
Banks, \$1,410/\$1,420.
Star Ferries, \$97½.
Ewos, Tls. 16.30.
China Lights, \$26¼.
Buyers.
Douglasses, \$23½.
Providents (old), \$5.35.
Providents (new), \$2.45.
Tramways, \$22.10.
China Lights, \$26.
Cements (combined), \$19.15.
Cements (new), \$5.60.
H.K. Government Loan, \$2¼ per cent premium.
Benguets, \$11¼.
Chinese Estates, \$95.
Ewos, Tls. 16.10.
Star Ferries, \$97.
Singapore Tractions, 3/.
Sinceres, \$16.
Constructions (old), \$5½.
Constructions (new), \$1.85.
Sellers.
Indo-Chinas (Pref.), \$45.
Indo-Chinas (Def.), \$32.
H.K. Lands, \$82¼.
Electrics, \$78½.
Dairy Farms, \$30.
Constructions (old), \$5¼.
Raubs, \$39.
Providents (old), \$5.40.
H.K. Realities, \$12.
Telephones (Part Paid), \$28.
Entertainments (old), \$16½.

MOTORISTS GO ON STRIKE.

Protest Against High Cost of Petrol.

Riga, Jan. 13.

Motor traffic came to an almost complete standstill to-day throughout Lithuania following the proclamation of a consumers' strike against a 25 per cent. increase in the price of gasoline. This increase had been made necessary by a Government decree providing for the admixture of 25 per cent. of home distilled alcohol to all motor spirits, and thus the strike, organised by the Lithuanian Automobile Association, was directed against the Government.

In the capital, only the cars of the ministers and departmental heads as well as the buses of the municipal line were seen in the streets. All private vehicles from large limousines down to the smallest motor-bicycles have been withdrawn by their owners whose solidarity is expected to compel the authorities to revise the decree.—Trans-Ocean Kuo Min.

HOW THE CABINET WORKS

SIR J. SIMON'S ADDRESS.

Changes in Cabinet machinery and method which strike a Minister who returns to the Cabinet after a considerable interval were described by Sir John Simon at King's College, London, last month. Sir John was a Cabinet Minister before and during part of the war, and he recently returned to the Cabinet as Secretary for Foreign Affairs after an interval of fifteen years.

Sir John said that there were only three members who had had the experience of being Cabinet Ministers before the war, and in each case there had been a break of some fifteen or sixteen years between their two periods of Cabinet responsibility. "In 1913, when I became a Cabinet Minister for the first time, the methods by which a British Cabinet conducted and got through its business, were much less highly organised than they are to-day. There was no Cabinet Secretariat and there were no Cabinet meetings except Cabinet Ministers themselves, save on the rare occasions when the Prime Minister asked for the attendance of some other person specially concerned. The only record of what was discussed or decided was contained in the report which the Prime Minister made after each meeting to the King, and, of course, that report was communicated to no one else. —It was, indeed, a district breach of tradition and a departure from the spirit of consultation for other Ministers to keep any record of their own save so far as it was necessary to communicate what was decided to the Department for which an individual Minister was responsible.

"Now all this has been altered. A most responsible civil servant who is known as the Secretary to the Cabinet attends every meeting and sits at the Prime Minister's side. If for any reason he could not be present his place would be taken by his deputy. He makes a full note of every Cabinet decision, together with such record as is necessary of the main considerations which led up to it. He draws up the records, which, after being circulated in draft, become the official minutes."

Before every meeting a paper containing the agenda was prepared under the Prime Minister's instructions and circulated with whatever preparatory memoranda were necessary. Whereas twenty years ago members of the Cabinet usually met with little documentary material and sometimes with only a vague idea of what topics would arise, nowadays papers for Cabinet consideration, each marked with its reference number and duly indexed, were all issued under a continuous system of distribution through the Cabinet Secretariat, and the printed or typewritten documents accompanying the agenda often

amounted to quite a bulky collection. This change, said Sir John, was not the result of any statute or order. It was one of those adaptations which were characteristic of the free working of British institutions.

Misunderstandings.

Sir John recalled that the change was introduced in the later stages of the war by Mr. Lloyd George, and by far the most authoritative critic of the new order was Lord Oxford. Other Ministers, such as Sir Austen Chamberlain and Lord Curzon, who had actual experience of both dispensations, defended the change. Sir John gave examples—for which he said he was indebted to Sir Maurice Hankey, the present secretary to the Cabinet—drawn from political memoirs which showed how serious misunderstandings had occasionally arisen in the absence of authoritative record due to different impressions of what was in fact decided at Cabinet meetings.

One instance occurred after the bombardment of Alexandria when there was under consideration Sir Garnet Wolsey's expedition to Egypt. Lord Hartington's private secretary wrote to Sir Edward Hamilton, one of the Prime Minister's private secretaries:—

"My dear Eddy,—Harcourt and Chamberlain have both been here this morning and at my chief about yesterday's Cabinet proceedings. They cannot agree about what occurred. There must have been some decision as Bright's resignation shows. My chief has told me to ask you what the devil was decided for he be damned if he knows. Will you ask Mr. Gladstone in more conventional and less pungent terms? Sir John also recalled the statement of Lord Curzon who describing the old Cabinet system before the days of the secretariat, said: "The Cabinet often had the very haziest notion as to what its decisions were."

Sir Austen Chamberlain, too, had said in July, 1921: "I have known Cabinets to break up under the impression that they had settled something, and every Minister going away asking his neighbour what was the decision to which they had come."

Sir John said he thought that even to-day there was no formal and official document which stated how the Cabinet was made up.

GREY HAIR WHICH REMAINED.

Judge Awards £500 As Damages.

ADVERTISER SUED.

London, Jan. 12.

A judgment likely to have far-reaching effects on advertisements was delivered in the King's Bench by Mr. Justice Rowlatt to-day, awarding £500 and costs to Mr. F. A. Wood against Letrick, Ltd.

The plaintiff's case was that defendants' guaranteed to pay £500 if, after ten days' use of their electric comb, grey hairs were not restored to their original colour.

The plaintiff alleged that the comb did not improve his hair during the stated period. The company denied liability.

Execution was stayed pending appeal.—Straits Times.

GARDEN CITY IN KOWLOON

Residential Area for Europeans.

THE FIRST SOD TURNED.

The Hon. Mr. W. T. Southern, C.M.G., Colonial Secretary, marked the first step in the building of the model garden city at Kowloon, when yesterday afternoon, he turned a sod of earth on the large plot of land at the corner of Waterloo Road and Argyle Street. The ceremony was attended by a large gathering of prominent residents of the Colony.

The Hon. Mr. J. P. Braga, as Chairman of the Directorate of the Hong Kong Engineering and Construction Co., Ltd., which is undertaking the ambitious enterprise, in a long speech outlined his Company's aims, and the steps necessary to transform the vacant uneven land into a well laid-out suburb with attractive cottages.

Mr. Braga said that the Garden City will not be in name only, as the special conditions of sale provide that no houses of a greater height than 35 feet will be permitted to be built on any one of the lots and that the houses are to be of a detached or semi-detached type. There will be ground on each lot for a small garden, a tennis court and a garage. He pointed out that around the site of the Garden City, there was

now being erected many important buildings and schools and predicted that the day was not far distant when the Garden City would become the pivotal area in the European residential district in Kowloon.

After the ceremony Sir Robert Ho Tung, on behalf of the Hong Kong Engineering and Construction Company presented to Mr. Southern a souvenir of the occasion. The souvenir took the form of a miniature pickaxe in silver with a blackwood handle. It was enclosed in a blackwood case with a silver plate containing the following inscription: "Hong Kong Engineering and Construction Co., Ltd. Garden City Scheme. Souvenir of the cutting of the first sod. Presented to the Hon. Mr. W. T. Southern, C.M.G. Kowloon, January 20, 1932."

A Welcome Project. The Hon. Mr. Southern, after returning thanks for the souvenir, said that it was with very great pleasure that he had turned the first sod of the new Garden City at Kowloon. As his listeners were aware, he said, one of the great local problems of the time was the overcrowding of the city of Victoria, and, to a less extent, of parts of Kowloon, so that the project they had heard Mr. Braga outline was a very welcome one. The temptation to cover that large area with houses must be hard to resist, but the Com-

pany had resisted it, and as an enthusiast for open spaces in residential areas, he offered those connected with the project his congratulations, and hoped that the successful fruition of their efforts would inspire others to follow their example.

The site adjoins the Diocesan Boys' School and is bounded by Prince Edward Road, Waterloo Road and Argyle Street. It is proposed to divide this area into 65 lots, the smallest of which has an area of 3,650 square feet and the largest 48,000 square feet.

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HEIAN MARU	Tuesday,	16th February.
HIKAWA MARU	Tuesday,	1st March.
LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez.		
HAZOKAZI MARU	Saturday,	23rd January.
TERUKUNI MARU	Saturday,	6th February.
SYDNEY & MELBOURNE via Manila & Ports.		
KANO MARU	Saturday,	23rd January.
KITANO MARU	Saturday,	27th February.
MANILA.		
TAIYO MARU	Monday,	1st February.
BOMBAY via Singapore, Penang, & Colombo.		
↑ GENOA MARU	Friday,	29th January.
↑ YAMAGATA MARU	Saturday,	30th January.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.		
BOKUYO MARU	Sunday,	14th February.
NEW YORK, BOSTON via Panama.		
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa & Marseilles.		
↑ DELAGOA MARU	Wednesday,	17th February.
CALCUTTA via Singapore, Penang & Rangoon.		
↑ MURORAN MARU	Friday,	29th January.
↑ MALACCA MARU	Monday,	8th February.
SHANGHAI, KOBE & YOKOHAMA.		
HARUNA MARU	Friday,	22nd January.
↑ NAGATO MARU	Wednesday,	27th January.
↑ BENGAL MARU (Mojil direct)	Thursday,	28th January.

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O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	Buenos Aires Maru	Thurs.,	11th Feb.
MOMBASA, ZANZIBAR, DAR-ES-SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, PORT ELIZABETH & CAPE TOWN. THENCE TO RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singapore & Colombo.	Hawali Maru	Mon.,	1st Feb.
BRISBANE, SYDNEY, MELBOURNE, AUCKLAND & WELLINGTON via Manila.	Melbourne Maru	Thurs.,	4th Feb.
JAPAN PORTS (Frequent Services).	Amazon Maru	Thurs.,	21st Jan.
LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Sumatra Maru	Sun.,	24th Jan.
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Atlas Maru	Wed.,	10th Feb.
BOMBAY & KARACHI via Singapore, Belawan Dell & Colombo.	Celebes Maru	Wed.,	3rd Feb.
CALCUTTA via Singapore, Belawan Dell & Rangoon.	Himalaya Maru	Mon.,	1st Feb.
HAIPHONG via Hoehow.	Menado Maru	Thurs.,	21st Jan.
KEELUNG via Swatow & Amoy (8 p.m. every Sunday).	Hoxan Maru	Sun.,	24th Jan.
JAPAN PORTS via Takao & Keelung.	Canton Maru	Sun.,	31st Jan.
TAKEO via Swatow & Amoy	Panama Maru	Sat.,	6th Feb.
	Dell Maru	Thurs.,	28th Jan.

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ARRIVALS OF SHIPS.

Monday, January 18.

Borneo Maru, Japanese str., 4,261 tons, Capt. S. Kondow, from Sakito, buoy No. A8.—O.S.K.

Cepolis, British str., 3,365 tons, Capt. R. S. Griff, from Balikpapan, North Point.—A.P.C.

Hector, British str., 6,841 tons, Capt. A. Ogden, from Shanghai, Holt's Wharf.—B. & S.

Kaying, British str., 1,572 tons, Capt. J. D. Fraser, from Hoihow, buoy No. B21.—B. & S.

Pong Tong, British str., 1,001 tons, Capt. Freckleton, from Pan Rang Bay, Shamsheipo.—Yuen Seng Fat.

Ryusei Maru, Japanese str., 1,509 tons, Capt. Tanaka, from Port Arthur, buoy No. C7.—D.K.K.

Wing Wo, Portuguese str., 495 tons, Capt. I. D. de Lemos, from C. Wan, buoy No. B18.—Wo Hop & Co.

Wednesday, January 19.

Afrika, Danish str., 5,469 tons, Captain Himmelstrup, from Shanghai, buoy No. A2.—John Manners & Co.

Benvenue, British str., 3,760 tons, Capt. J. Struth, from Singapore, Kowloon Wharf.—Gibb, Livingston & Co.

Dorry, Chinese str., 1,088 tons, Capt. J. Bruhn, from Hoihow, buoy No. C4.—Chau Yue Teng.

Eng Lee, Chinese str., 865 tons, Capt. H. Moki, from Canton, buoy No. C3.—Yu Tai Hong.

Ermland, German str., 3,897 tons, Capt. Kaiser, from Singapore, Kowloon Wharf.—Jensen & Co.

Havana Maru, Japanese str., 3,450 tons, Capt. R. Yamanoi, from Sakito, buoy No. A4.—O.S.K.

Helios, Norwegian str., 1,113 tons, Capt. T. Olsen, from Swatow, buoy No. B18.—Thoresen & Co.

Kaitangata, British str., 1,202 tons, Capt. J. Thomson, from Samarinda, buoy No. B27.—Williamson & Co.

Kut Sang, British str., 3,643 tons, Capt. Mooney, from Singapore, Kowloon Wharf.—Jardine, Matheson & Co.

Kwangchow, British str., 1,572 tons, Capt. C. B. L. Stringer, from Swatow, buoy No. B3.—B. & S.

Machao, British str., 4,908 tons, Capt. C. J. Watson, from Singapore, Hols Wharf.—B. & S.

Portos, French str., 7,530 tons, Capt. Claisola, from Shanghai, Kowloon Wharf.—M. M. & Co.

Solviken, Norwegian str., 1,435 tons, Capt. N. Norvalis, from Pakhoi, buoy No. A9.—Sing Kee & Co.

Soochow, British str., 1,594 tons, Capt. H. Gifford, from Canton, buoy No. B14.—B. & S.

Sui Sang, British str., 1,988 tons, Capt. D. G. Bureleigh, from Osaka, buoy No. B1.—J. M. & Co.

Tai Yang, Norwegian str., 3,903 tons, Capt. E. T. Kraft, from Davao and Manila, buoy No. A3.—Dodwell & Co.

Tjimanoeck, Dutch str., 350 tons, Capt. Watering, from Muntok, Kowloon Dock.—J.C.J.L.

Yuan On, Chinese str., 1,116 tons, Capt. O. Saovix, from Canton, C. M. S. N. Wharf.—C. M. S. N. & Co.

Athos II, French str., 8,947 tons, Captain Flabec, from Saigon, Kowloon Wharf.—M. M. & Co.

Yusang, British str., 1,122 tons, Capt. Thompson, from Sandakan, buoy No. B22.—J. M. & Co.

Thursday, January 20.

Amazon Maru, Japanese str., 4,823 tons, Capt. C. Iwasa, from Singapore, Kowloon Wharf.—O.S.K.

Canton, French str., 976 tons, Capt. F. L. Morvan, from Haiphong, West Point Anchorage.—M. M. & Co.

Chipshing, British str., 1,199 tons, Capt. J. Moodie, from Canton, buoy No. B1.—J. M. & Co.

Daviken, Norwegian str., 1,778 tons, Capt. G. Svane, from Swatow, West Point Wharf.—J. M. & Co.

Haining, British str., 832 tons, Captain Walker, from Swatow, Douglas Wharf.—Douglas & Co.

Hozan Maru, Japanese str., 1,383 tons, Capt. Kawamaka, from Swatow, O.S.K. Wharf.—O.S.K.

Hydrangea, British str., 561 tons, Captain P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On & Co.

Kwangtung, British str., 1,572 tons, Captain J. H. Hodgkies, from Swatow, buoy No. B20.—B. & S.

Taikai Maru, Japanese str., 2,342 tons, Capt. Ohara, from Miike, buoy No. B24.—M.B.K.

Tijiliwong, Dutch str., 3,061 tons, Captain Van Veeys, from Moji, buoy No. A7.—J.C.J.L.

Tjisadane, Dutch str., 5,780 tons, Capt. Hopman, from Batavia, buoy No. A6.—J.C.J.L.

Tsinan, British str., 2,100 tons, Capt. W. Shaw, from Canton, buoy No. B14.—B. & S.

Unita, Norwegian str., 2,345 tons, Captain T. Messel, from Chinwangtao, Laichikok Wharf.—Dodwell & Co.

Van Heutz, Dutch str., 2,740 tons, Capt. Blits, from Singapore, buoy No. A2.—J.C.J.L.

Yatshing, British str., 1,424 tons, Capt. C. Alexandre, from Canton, buoy No. B2.—J. M. & Co.

WEDNESDAY, JANUARY 19.

Chak Sang, for Canton.

Chenan, for Dairen.

Dogra, for Whampoa.

Dorry, for Canton.

Haidis, for Saigon.

Hiye Maru, for Shanghai.

Halvdan, for Port Courbet.

Hai Ching, for Swatow.

Havana Maru, for Singapore.

Molville, for Seattle.

Yuan On, for Shanghai.

Portos, for Saigon.

President Jackson, for Shanghai.

Serooskerk, for Shanghai.

Soochow, for Shanghai.

Tai Yang, for Keelung.

Techam, for Pakhoi.

Tjibadak, for Manila.

Tonkin, for Haiphong.

Wing Lee, for K. C. Wgn.

Thursday, January 20.

Afrika, for Singapore.

Amazon Maru, for Kobe.

Athos II, for Shanghai.

Borneo Maru, for Singapore.

City of Lille, for Manila.

Eng Lee, for Tsingtao.

Ermland, for Shanghai.

Hector, for Singapore.

Michael Jensen, for Bangkok.

Sandviken, for Swatow.

Solviken, for Canton.

Tjimanoeck, for Saigon.

Tsinan, for Amoy.

Tyndreus, for Kobe.

Van Heutz, for Swatow.

WARSHIPS IN PORT.

The following British warships were in harbour to-day:—

Bruce—South wall.

Berwick—North arm.

Cornflower—In docks.

Cumberland—West wall.

Herald—East wall.

Hermes—No. 1 buoy.

Keppel—North arm.

Marazion—South wall.

Medway and Sub.—No. 2 buoy.

Pandora—In dock.

Proteus—In dock.

Seraph—North wall.

Serapis—North wall.

Sirdar—North wall.

Sterling—North wall.

Tamar—Basin.

Verity—No. 11 buoy.

Whitehall—East wall.

Wild Swan—No. 11 buoy.

Wishart—No. 12 buoy.

Foreign Men-of-War.

Helena—American river gunboat.

Inconstant—French mine sweep-
er.

Waldeck Rousseau—French
cruiser.

STEAMERS' MOVEMENTS.

The B.I. s.s. Talma left Kobe for this port on January 19, a.m., and is due here on January 24, a.m.

The C.P.S. R.M.S. Empress of Canada arrived at Shanghai on January 20 (Wed.) at 11 a.m., left Shanghai on January 21 (Thurs.) at 7 a.m., and is due at Hong Kong on January 23 (Sat.) at 7 a.m. She leaves Hong Kong for Manila on January 23 (Sat.) at 5 p.m.

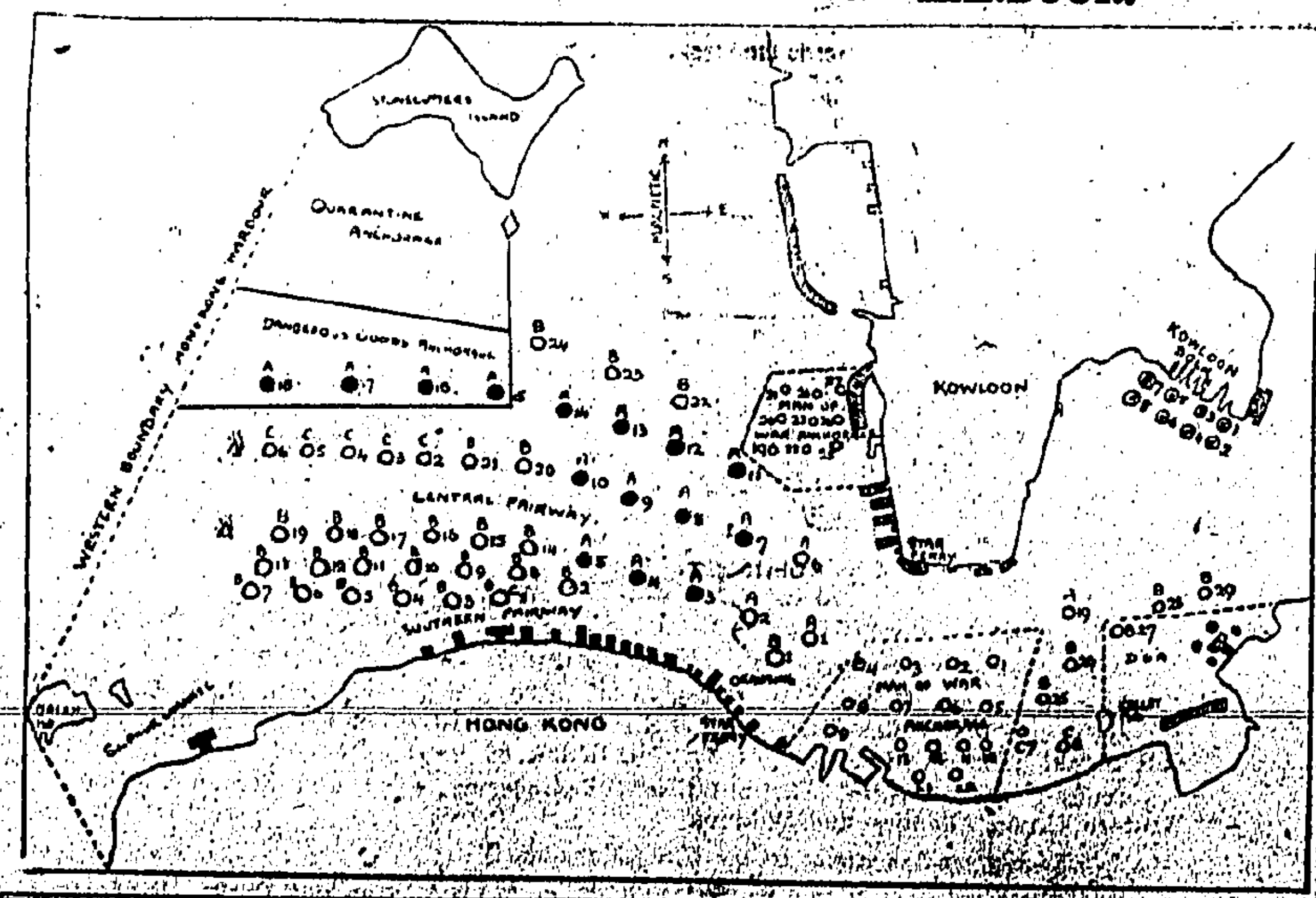
CAPT. W. A. DAWSON.

Captain W. A. Dawson, formerly of the Blue Funnel Line, died with tragic suddenness at home recently. Captain Dawson was on his way home just before midnight, and had almost reached the gateway leading to his house in Thornton Road, Prenton, (near Birkenhead), when he collapsed and fell on the pavement.

He was taken to his home, but he was found to be dead when examined by a doctor.

One of the best-known officers in the Blue Funnel Line, Captain Dawson was in command of the steamship Hector about three years ago, when he had an attack of angina pectoris, and shortly after returning to Britain retired from the service of Messrs. Alfred Holt and Company, the owners of the Blue Funnel Line. Subsequently he became a chart corrector in Liverpool. He leaves a widow.

BUOY PLAN OF HONG KONG HARBOUR.



"ONE SEEING IS WORTH A HUNDRED TELLINGS" MEANS TRAVELLING "EMPRESS"

SIZE SPEED SPACE LUXURY.

Emp. of Asia	Emp. of Canada	Emp. of Russia	Emp. of Japan	Emp. of Asia	Emp. of Canada	Emp. of Russia	Emp. of Japan
1932	1932	1932	1932	1932	1932	1932	1932
Feb. 5	Feb. 8	Feb. 9	Feb. 11	Feb. 13	Feb. 13	Feb. 13	Feb. 22
Mar. 4	Mar. 7	Mar. 8	Mar. 10	Mar. 12	Mar. 12	Mar. 12	Mar. 21
Mar. 15	Mar. 18	Mar. 19	Mar. 20	Mar. 22	Mar. 22	Mar. 22	Mar. 31
Mar. 25	Mar. 28	Mar. 29	Mar. 31	Apr. 2	Apr. 2	Apr. 2	Apr. 11
Apr. 8	Apr. 11	Apr. 13	Apr. 15	Apr. 15	Apr. 15	Apr. 15	Apr. 26
Apr. 22	Apr. 25	Apr. 26	Apr. 28	Apr. 30	Apr. 30	Apr. 30	May 9

Empress of Canada
Sails 5 P.M.

SATURDAY, JANUARY 23

for

MANILA

ASK FOR OUR

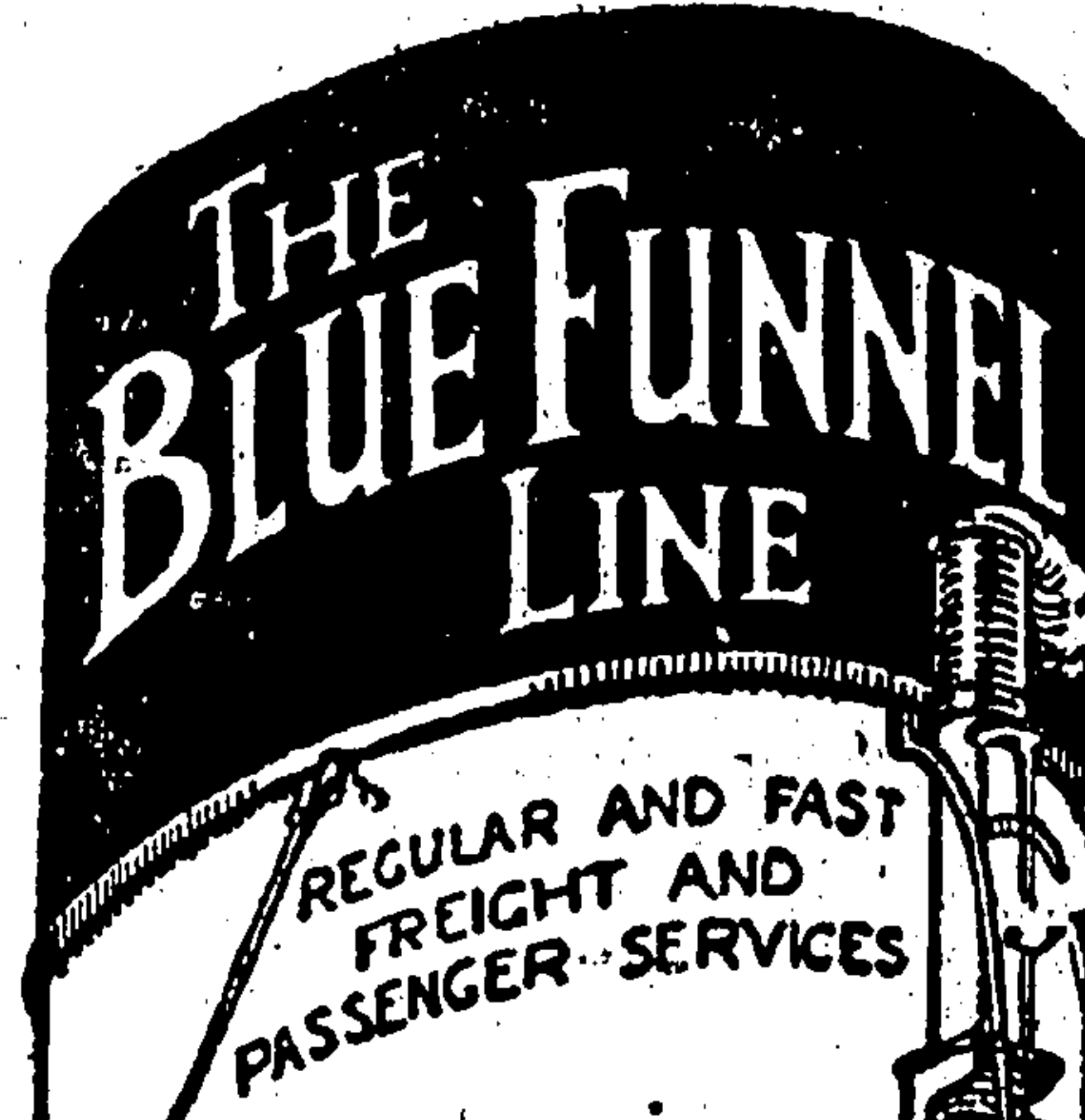
NEW LOW FARES

TO PACIFIC COAST.

CANADIAN

PACIFIC

Telephone: Passenger Dept. 20752. Freight 20042.



LONDON SERVICE.

"AUTOLYCUS" 2nd Feb. For Marseilles, Casablanca, London, Rotterdam and Hamburg.

"AENEAS" 16th Feb. For Marseilles, London, Rotterdam and Hamburg.

LIVERPOOL SERVICE.

"DOLUS" 20th Feb. For Port Said, Haifa, L'pool & G'gow.

"EUXYLOCHUS" 1st Mar. For Port Said, Liverpool, Haifa and Glasgow.

NEW YORK SERVICE.

"PREMIUS" 6th Feb. For Boston, New York, & Baltimore via Philadelphia, Fort Worth and Singapore.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)

"PROTEUS" 12th Feb. For Victoria, Vancouver and Seattle.

"LION" 10th Mar. For Victoria, Vancouver and Seattle.

INWARD SERVICE.

"AGAMEMNON" Due 27th Jan. For Shanghai, Kobe & Y'ham.

"PERSEUS" Due 1st Feb. For Shanghai, Kobe & Y'ham.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to the undermentioned.

All bookings are subject to the provisions of the Company's Bill of Lading.

Butterfield & Swire,

Agents.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday 1st. Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTIE & TAIPING (SUNNERS)

FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.

ELECTRIC LAUNDRY, BAKERY SHOP, SUNDRIES AND STEWARDERS CARRIED.

Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 876 RETURN.

LONDON (via Australia) from 1136.15.6.

(Australia Passenger Bill of Lading)

STEAMER Date from Hong Kong Leave from Hong Kong Leave from Hong Kong Date to Sydney

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination.
CHITRAL	15,000	30th Jan.	Bombay, Marseilles & London.
*ALPORE	5,300	8th Feb.	Strait, Colombo & Bombay.
*KASHMIR	9,000	18th Feb.	Marseilles, London, Rotterdam, Antwerp & Hull.
NALDERA	16,000	27th Feb.	Bombay, Marseilles & London.
*SUDAN	8,800	5th Mar.	Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
CARTHAGE	15,000	12th Mar.	Marseilles & London.
RAJPUTANA	17,000	28th Mar.	Bombay, Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
*BURDWAN	9,500	2nd Apr.	Marseilles & London.
CORFU	15,000	9th Apr.	Bombay, Marseilles & London.
RAWALPINDI	17,000	23rd Apr.	Bombay, Marseilles & London.
RANPURA	17,000	7th May	Bombay, Marseilles & London.
*SOMALI	8,800	14th May	Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
CHITRAL	15,000	21st May	Bombay, Marseilles & London.
RANCHI	17,000	4th June	Bombay, Marseilles & London.
*BANGALORE	9,500	11th June	Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
NALDERA	16,000	18th June	Bombay, Marseilles & London.
KAISAR-I-HIND	12,000	2nd July	Bombay, Marseilles & London.
RAJPUTANA	17,000	18th July	Bombay, Marseilles & London.
MAINTUA	11,000	30th July	Bombay, Marseilles & London.
*SUDAN	8,800	8th Aug.	Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
RAWALPINDI	17,000	13th Aug.	Bombay, Marseilles & London.
RANPURA	17,000	27th Aug.	Bombay, Marseilles & London.
MALWA	11,000	10th Sept.	Bombay, Marseilles & London.

* Cargo only. † Calls Casablanca. ‡ Calls Djibouti. § Calls Karachi.
Frequent connection from Port Said for Passengers and Cargo to Constantinople, Pireaus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

S.S.	Tons	1932.	Destination.
*TALMA	10,000	28th Jan.	Singapore, Penang & Calcutta.
TALAMBA	8,000	9th Feb.	
SIRDHANA	8,000	23rd Feb.	

* Calls Port Swettenham.
B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

S.S.	Tons	1932.	Destination.
NELLORE	7,000	30th Jan.	Manila, Rabaul, Brisbane, Sydney
TANDA	7,000	4th Mar.	
NANKIN	7,000	2nd Apr.	

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.
Hong Kong to Sydney—19 days.
Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tons	1932.	Destination.
*KALYAN	9,000	28th Jan.	Shanghai, Kobe & Yokohama.
*SUDAN	8,800	28th Jan.	Shanghai, Kobe & Yokohama.
NALDERA	16,000	29th Jan.	Shanghai, Kobe & Yokohama.
SIRDHANA	8,000	29th Jan.	Amoy, Shanghai, Kobe & Osaka.
TANDA	7,000	5th Feb.	Shanghai, Moji, Kobe & Yokohama.
*KIDDERPORE	7,000	5th Feb.	Amoy, Moji, Kobe & Osaka.
CARTHAGE	15,000	10th Feb.	Shanghai, Kobe & Yokohama.
*BURDWAN	9,500	21st Feb.	Shanghai, Kobe & Yokohama.
RAJPUTANA	17,000	28th Feb.	Shanghai, Kobe & Yokohama.
CORFU	15,000	11th Mar.	Shanghai, Kobe & Yokohama.
*RAWALPINDI	17,000	24th Mar.	Shanghai, Kobe & Yokohama.
*SOMALI	8,800	5th Apr.	Shanghai, Kobe & Yokohama.
CHITRAL	15,000	7th Apr.	Shanghai, Kobe & Yokohama.
*BANGALORE	9,500	21st Apr.	Shanghai, Kobe & Yokohama.
RANCHI	17,000	28th Apr.	Shanghai, Kobe & Yokohama.
NALDERA	16,000	5th May	Shanghai, Kobe & Yokohama.
KAISAR-I-HIND	12,000	19th May	Shanghai, Moji, Kobe & Yokohama.
RAJPUTANA	17,000	2nd June	Shanghai, Moji, Kobe & Yokohama.
*SUDAN	8,800	18th June	Shanghai, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.
All cabins are fitted with Electric Fans or Pumps for cooling system.
Steamers on London and Australia Lines are fitted with Laundries.
Passengers travelling not more than 5 or 10 ft. will be received at the Company's Office up to noon on the day previous to sailing.
For further information, Passages, Freight, Handbooks, etc., apply to:
MACKINNON, MACKENZIE & CO.,
P. & O. Buildings, Cornhill, E.C. 4, Hong Kong. Agents.

CHINESE GUN-BOATS.

Put Out to Sea.

PATROL DUTY.

Tsingtao, Jan. 13.
To safeguard shipping on the high seas, three gunboats, Hai Chi, Hai Shen and Kiangli, belonging to the North-eastern Naval Squadron, have been ordered by Admiral Shen Hung-lien, Commander of the Squadron and concurrently Mayor of Tsingtao, for patrol duties on the Yellow Sea. The vessels left their base here early on the morning of the 10th for their new stations.—Kuo Min.

NOTICE TO MARINERS.

The exposed position of the Pitman-King Light-boat (Chinkiang District) rendered this aid extremely liable to drag from its station. To obviate this, the light-boat has been withdrawn and replaced by an Aga gas-lighted buoy, moored in the same position. The buoy, which is painted black, shows a white flashing light every 3 seconds, thus:—
Light 0.3 second
Eclipse 2.7 seconds
Chart affected: Chinese Admiralty Chart No. 143.

HONG KONG TIDES.

The time used is Standard, or mean time of the meridian of 120 deg. E. 00h. is midnight, 12hrs. is noon. The heights are referred to the datum of the largest scale Admiralty chart of the place and should be added to the depths given on the chart unless preceded by an asterisk (*), when they should be subtracted from the depths.

January 21 to 27, 1932.

Date	High Water	Low Water
	Standard Ht.	Standard Ht.
	Times.	Times.
Jan. 21	9 54 3.9	02 30 1.2
Thurs. 21	10 40 7.4	12 35 3.6
Fri. 22	10 20 4.1	09 09 0.6
	20 20 7.9	13 26 3.6
Sat. 23	10 50 4.4	03 48 0.3
	21 05 8.3	14 15 3.6
Sun. 24	11 20 4.6	04 25 0.1
	21 40 8.4	14 59 3.6
Mon. 25	11 50 4.8	05 04 0.2
	22 30 8.3	15 42 3.4
Tues. 26	12 20 4.8	05 41 0.4
	23 15 7.3	16 30 3.2
Wed. 27	—	06 21 0.6
	12 51 4.9	17 20 3.1

THE KWONG HIP LUNG CO. LTD.

ENGINEERS AND SHIPBUILDERS, BOILER MAKERS, BRASS AND IRON POUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.
Towns Office: 64, Connaught Road Central, Hong Kong. Tel. 20459.
Shipyard: Sham-shui-po, Kowloon, Hong Kong. Kowloon Tel. 57009.
Estimates furnished on application.
Hong Kong, April 1, 1934.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

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Telegrams: "MANIFESTO, HONG KONG." KOWLOON, HONG KONG HONG KONG OFFICE 28022, KOWLOON DOCK 18663.
DOCK OWNERS, SHIP DESIGNERS AND BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS, IRON, STEEL, AND BRASS FOUNDERS, FORGE MASTERS, WELDERS AND ELECTRICIANS.

On Lloyd's

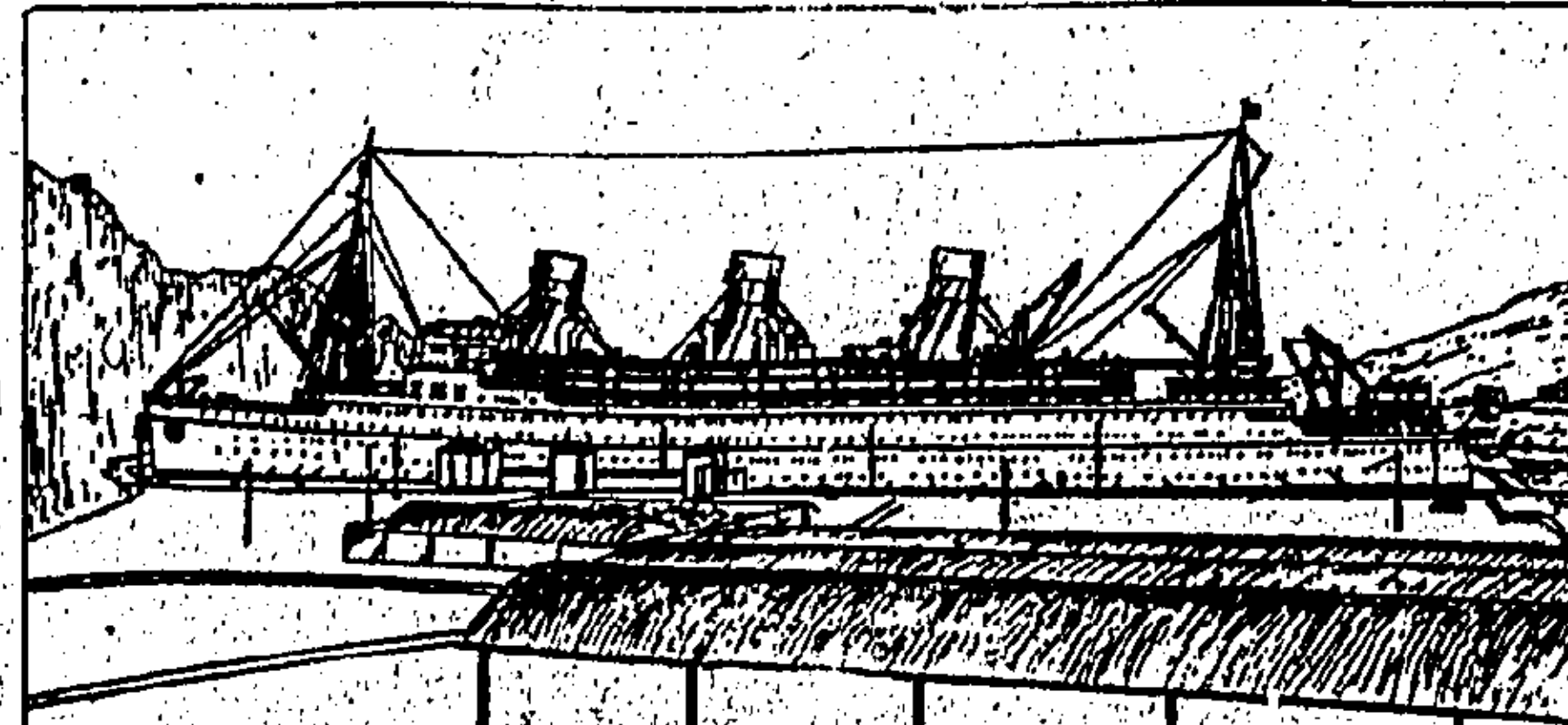
List of

approved

Cast

Steel

Manufacturers



T.S.S. "EMPRESS OF JAPAN."

In No. 1 Dock. Dimensions: 300' O.A. x 38' x 45' Mtd. 26,000 tons Gross.
The Company possesses Six Graving Docks and Two Patent Slipways.
The dimensions of No. 1 Dock are 700' x 80' x 38' over all, H.W. O.S.T.
Salvage tug "Henry Lawick," 2000 H.P. Wireless Call-Signal V.P.R.T. and Flag Call Signal T.H.Q.E. Boilers capable of lifting 80 tons.
Codes Used: A.I. A.B.C. Fifth Edition: Engineering, First and Second Edition.
Western Union, Bentley and Watkins.
Kindly send enquiries to the Chief Manager.
F. H. DYER, N.M.A. London Dock, England.

ESPIONAGE.

French Naval Officer Arrested.

IN GERMANY.

Kiel, Jan. 13.
Two German sailors, two photographers and one Frenchman were arrested to-day on charges of espionage. According to the official report, the Frenchman is a prominent member of the intelligence service of the French navy who had recently come to the German naval base to obtain plans and data regarding the designs for the pocket battleships. The four Germans who have been arrested in connection with the affair are charged with conspiracy to deliver these plans.—Trans-Ocean Kuo Min.

CONSIGNEES' NOTICE.

Consignees of cargo ex s.s. Benvenue are reminded to take delivery of their goods which will be subject to rent after January 26.

CONSIGNEES.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.
From MIDDLESBRO', LONDON AND STRAITS.

The Steamship "BENVENUE"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

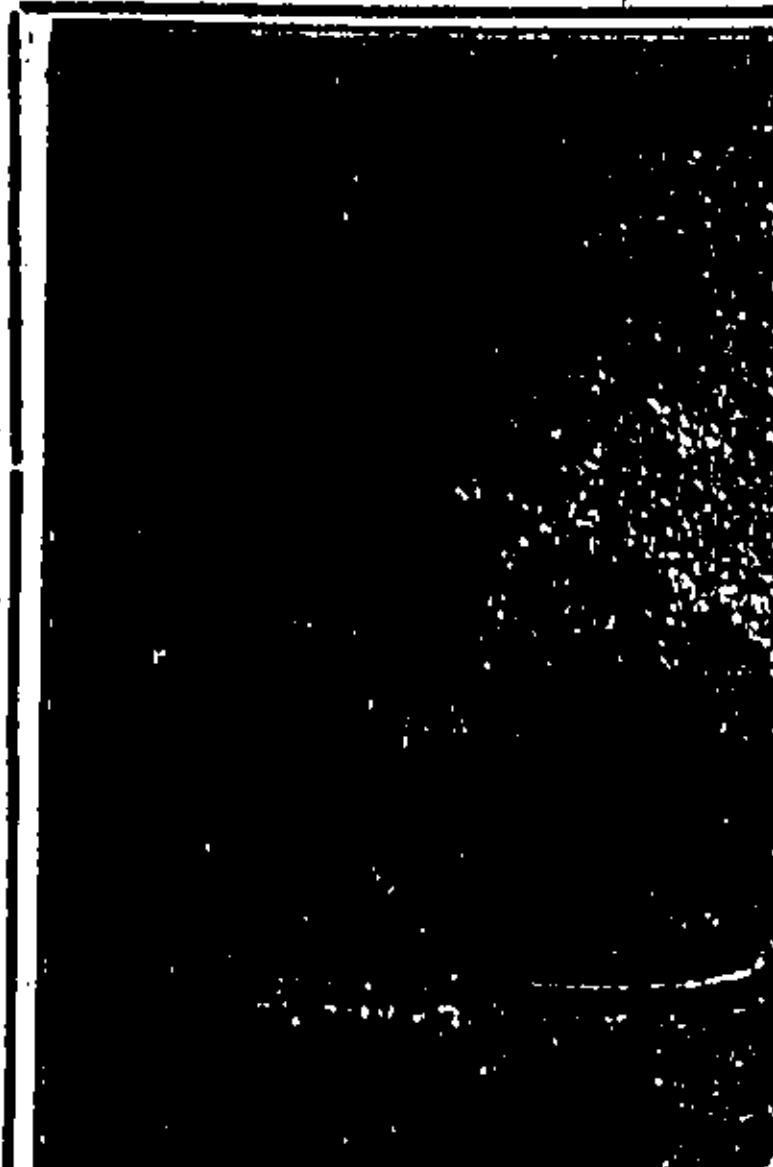
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent. All claims against the steamer must be presented to the Underwriter on or before 9th February or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst. at 10 a.m. by Messrs. Goddard & Douglas.

To comply with the General Bonded Warehouse Regulations consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 19th January, 1932.



CLAREMONT

PRIVATE HOTEL.

Austin Road, Kowloon.
(Facing the Kowloon Cricket Club. Four minutes from ferry by bus.)

Suites of rooms (single and double), hot and cold water system, all modern sanitation, private bathrooms attached.

EXCLUSIVE TABLE

entirely under European management.
Hotel has a splendid aspect in one of the finest locations in Kowloon, away from noise, yet easily accessible.
Terms very moderate. Reservations by letter or cable.

CLAREMONT

Tels.: 57389 & 57385 (Private).
Telegraphic Add.: "Fern" H.K.
Our motto is "SERVICE."

CONSIGNEES.

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Steamer "PILSNA"
From TRIESTE, VENICE BRINDISI, PORT SAID, ADEY, BOMBAY, COLOMBO & SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will not be landed here, unless notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject of rent. All claims against the vessel must be presented to the Underwriter on or before the 29th inst. or they will not be recognized.

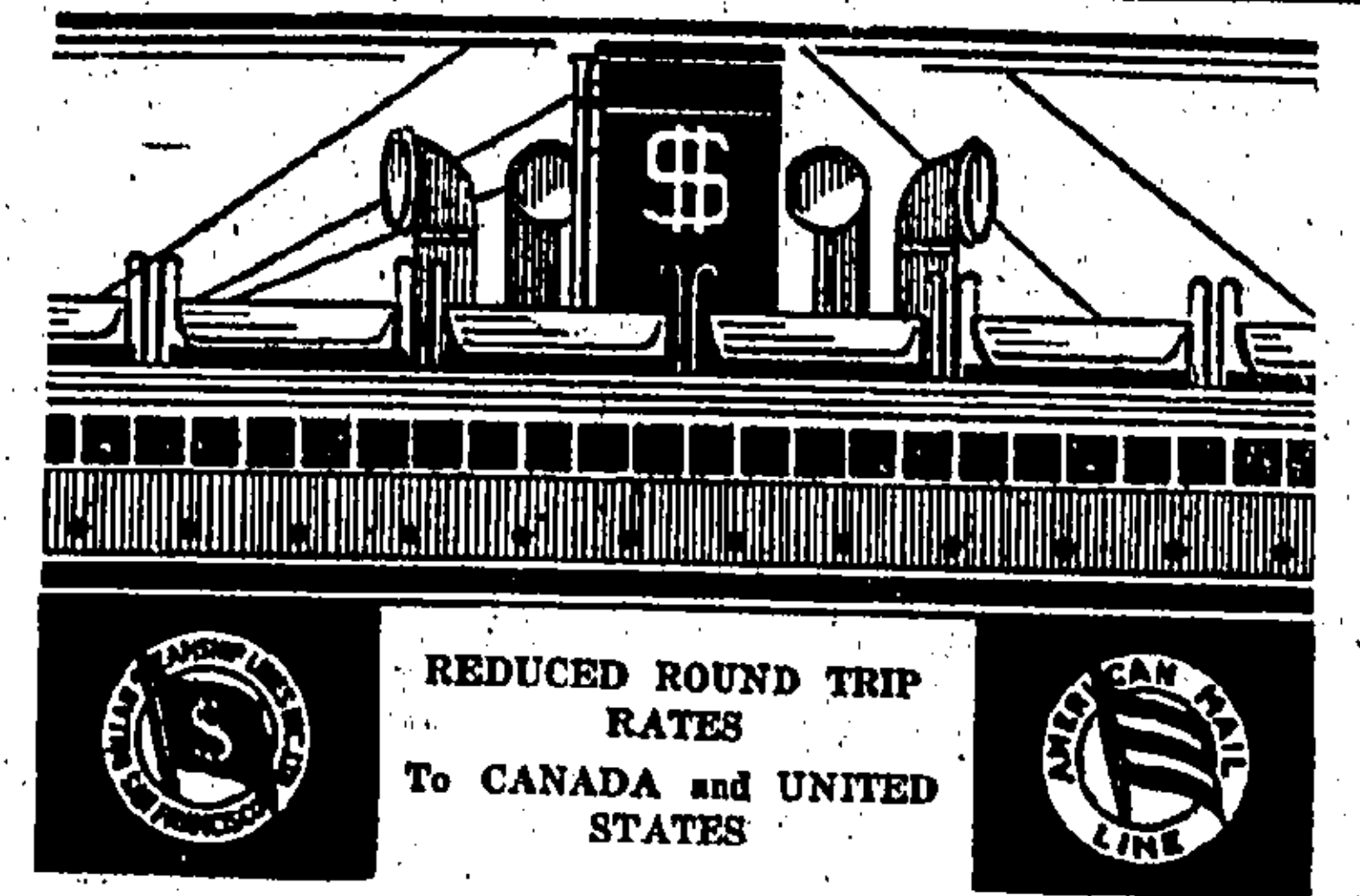
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst. at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

In the case of dutiable goods, Consignees are requested to inform The Imports & Exports Office that they have such goods for examination.

No Fire Insurance has been effected. Bill of Lading will be countersigned by

DODWELL & CO., LTD., Agents.

Hong Kong, 14th January, 1932.



REDUCED ROUND TRIP
RATES
To CANADA and UNITED
STATES

ALL YEAR ROUND TRIP TICKETS —

TO VICTORIA (CANADA).
and RETURN ... G\$630.00 VANCOUVER (CANADA).
SEATTLE (U.S.A.).

and RETURN ... G\$656.00 SAN FRANCISCO.
LOS ANGELES.

Time Limit. — One Year.

SUMMER ROUND TRIP TICKETS —

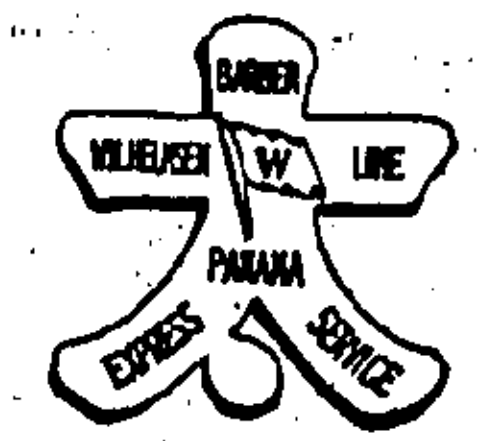
and RETURN ... G\$540.00 TO VICTORIA (CANADA).
1ST CLASS ... \$540.00 VANCOUVER (CANADA).
SPECIAL CLASS ... G\$300.00 SEATTLE (U.S.A.).

and RETURN ... G\$562.00 SAN FRANCISCO.
1ST CLASS ... G\$345.00 LOS ANGELES.

Summer Round Trip tickets will be on sale during the months of June, July and August, 1932. Return limit December 31. SPECIAL CLASS cabins are available on all "President Liners" to Seattle at fortnightly intervals, and on our splendid new "PRESIDENT HOOVER" and "PRESIDENT COOLIDGE" to Honolulu, San Francisco, Los Angeles, Panama Canal, thence to New York.

We shall be glad to furnish further information on request.

DOLLAR STEAMSHIP LINE AMERICAN MAIL LINE



BARBER WILHELMSSEN LINE

THE PREMIER ALL WATER ROUTE TO NEW YORK
and other U.S. Atlantic Ports via Panama.

All vessels call at SAN FRANCISCO and LOS ANGELES en route.

Passengers desiring to travel by this interesting route will find the accommodation provided well up to their expectations, and at a cost most reasonable.

42 Days To New York.

For Passenger and Freight Information please apply:—

DODWELL & CO., LTD.

Queen's Buildings. Telephone 23021. Agents.

BRITISH WUCHOW LINE

SAILING DATES FOR JAN., 1932 (Subject to Change).
DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 3 p.m.

Steamer	Leaves Hong Kong	Arrives Wuchow	Leaves Wuchow	Arrives Hong Kong
TAI MING	THURS. 21st	SAT. 23rd	SUN. 24th	MON. 25th
TAI HING	MON. 25th	WED. 27th	THURS. 28th	FRI. 29th
TAI MING	WED. 27th	FRI. 29th	SAT. 30th	SUN. 31st
TAI HING	SAT. 30th	MON. 1st	TUES. 2nd	WED. 3rd

Regular Service of Fast, High Class River Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloon. The s.s. "Tai Hing" is fitted with Wireless.
Ports of Call—Samsui, Shantung, Tientsin & Doshing.
Fares/Returns (not including meals) 100/00.
Meals and Wines served to be obtained on board.
Hong Kong, Arrivals & Departures from Tai Hing Wharf.
For information apply to:
S. S. Connaught Road, West. **SANG WO** Ltd.
Phone 5824.

BANKS

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$20,000,000
 Issued and Fully Paid-up 20,000,000
 Reserve Funds:—
 Sterling £ 5,000,000
 Silver \$10,000,000
 Reserve Liability of Proprietors \$20,000,000

HEAD OFFICE: HONG KONG.

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Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
 Hong Kong, December 7, 1931.

HONG KONG SAVINGS BANK.

The business of the above bank is conducted by the HONG KONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
 FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
 V. M. GRAYBURN, Chief Manager.
 Hong Kong, 18th July, 1930.

THE BANK OF CANTON, LTD.

Established 1912.

Head Office:—Hong Kong.

Authorized Capital (H.K. Currency) \$11,000,000
 Paid-up Capital \$11,000,000
 Reserve Fund 1,100,000

BRANCHES:—

Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.
 LONDON BANKERS:—
 The Lloyd's Bank, Limited.

CORRESPONDENTS

In all principal cities of the world.
 Foreign Exchange and Banking business of every description transacted.
 Special Deposit (various sizes) at a yearly rental of from \$5 to \$50.

LOOK POONG SHAN, Chief Manager.

THE BANK OF CHINA.

行銀國中

Reorganised October 29, 1928, under special charter of The National Government as an
 INTERNATIONAL EXCHANGE BANK.

Subscribed Capital \$25,000,000.00
 Paid-up Capital \$24,710,200.00
 Reserve Funds \$ 3,620,503.82

HEAD OFFICE: SHANGHAI.

HONG KONG BRANCH:

4, Queen's Road Central.

Owing to our numerous branches in China and large connections in the important commercial centres of the world, we are able to extend to our clients special facilities for domestic and foreign banking and exchanges. We also handle the issue of Bonds and other Public Funds of the Chinese Government both at home and abroad.

SHOU J. CHEN, Manager.

Hong Kong, 5th March, 1931.

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

Capital (fully paid-up) Yen 100,000,000
 Reserve Fund Yen 116,200,000

Head Office:—YOKOHAMA.

Branches and Agencies at:

Alexandria
 Batavia
 Berlin
 Bombay
 Calcutta
 Canton
 Changchun
 Dairen (Dalny)
 Fengtien (Mukden)
 Hankow
 Harbin
 Hong Kong
 Honolulu
 Kai-Yuen
 Karachi
 Kobe
 London
 Los Angeles
 Manila
 Nagasaki
 Nanking
 Newchwang
 New York
 Osaka
 Paris
 Peking
 Rangoon
 Rio de Janeiro
 San Francisco
 Seattle
 Semarang
 Shanghai
 Shimonoseki
 Singapore
 Soerabaya
 Sydney
 Tientsin
 Tokyo
 Yantai

Interest allowed on Current Accounts.
 Deposits received for fixed periods at rates to be obtained on application.

H. MORI, Manager.

Hong Kong, 11th September, 1931.

THE HO HONG BANK, LTD.

(Established 1917.)

HEAD OFFICE:—SINGAPORE.
 Hong Kong Branch: 13, Queen's Rd. C.

Authorized Capital Straits \$20,000,000
 Issued Capital 8,000,000
 Paid-up Capital 4,000,000
 Reserve Liabilities 4,000,000
 of Shareholders 2,887,000
 Surplus 4,000,000

Branches, Agencies and Correspondents in the principal cities of the world.
 Every description of Banking and Exchange business transacted.

TAN ENG HOOL, Manager.

BANQUE DE L'INDOCHINE.

HEAD OFFICE:

98, Boulevard Haussmann, PARIS.

Capital fully paid up Frs. 120,000,000
 Reserves (31.12.1930) Frs. 116,588,454

BRANCHES:

Indo-China. China. Other Places.
 Saigon
 Hanoi
 Haiphong
 Canton
 Port-Bayard
 Hankow
 Hongkong
 Hsin
 Nam-Dinh
 Peking
 Shanghai
 Tientsin
 Yunnan
 Bangkok
 Djibouti
 Noumea
 Papeete
 Pondichery
 Singapore

Every description of Banking and Exchange Business transacted.
 Interest allowed on Current Accounts and Fixed Deposits according to arrangements.
 Safe Deposit Boxes to let.
 Travellers' cheques issued.

A. BONNAUD, Manager.

5, Queen's Road Central,

French Bank Building.

Hong Kong, 1st November, 1931.

THE NATIONAL CITY BANK OF NEW YORK.

HEAD OFFICE: 65, Wall Street, NEW YORK.

Capital, Surplus and Undivided Profits U.S.\$226,037,392

Branches in:—

ARGENTINE
 BELGIUM
 BRAZIL
 CHINA
 COLOMBIA
 CUBA
 DOMINICAN REPUBLIC
 INDIA
 ITALY
 JAPAN
 LONDON
 MEXICO
 PANAMA
 PERU
 PHILIPPINE ISLANDS
 PORTO RICO
 STRAITS SETTLEMENTS
 URUGUAY
 VENEZUELA

Commercial and Travellers' Letters of Credits, Travellers' Cheques, Bills of Exchange and Cable Transfers bought and sold. Current accounts and Savings Bank accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

We are also able to offer our Customers the services of the Branches of the International Banking Corporation in San Francisco and Spain and also of The National City Bank of New York (France), S.A., in Paris and Nice.

F. McD. COURTNEY, Manager.

Hong Kong, June 16, 1931.

THE BANK OF TAIWAN, LTD.

(TAIWAN GINKO.)

HEAD OFFICE:—Taipei, Formosa.

Incorporated by Special Imperial Charter, 1899.

Capital Bank in Formosa.
 Bank Notes issued Average amount Yen 45,000,000

BRANCHES AND AGENCIES:—
 JAPAN—Tokyo, Yokohama, Kobe, Osaka.
 FORMOSA—Tainan, Keelung, Keelung, Keelung, Keelung.
 MANCHURIA—Shanghai, Tientsin, Peking, Hankow, Harbin, Changchun, Qiqihar, Jiamusi, Qiamusi, Qiamusi.
 CHINA—Shanghai, Hankow, Peking, Tientsin, Harbin, Changchun, Qiqihar, Jiamusi, Qiamusi.
 OTHERS—Hong Kong, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York, Dairen.

LONDON BANKERS:—
 Barclays Bank, Ltd., Lloyd's Bank, Ltd., Midland Bank, Ltd., Westminster Bank, Ltd.
 The Bank has Correspondents in all the principal Commercial Centres throughout the world.

K. NAUHA, Manager.

HONG KONG BRANCH:—

1, Des Voeux Road Central.

Hong Kong, December 24, 1931.



INDIA RUBBER, GUTTA PERCHA, AND TELEGRAPH WORKS

IMPROVED TRADING RESULTS.

Reorganisation Progress.

The sixty-eighth ordinary general meeting of the India Rubber, Gutta Percha, Telegraph Works Co. Ltd. was held at Southern House, E.C. Sir John Ferguson, K.B.E., M.P. (the chairman), in the course of his speech, said: While the result of the year's trading shows a marked improvement on that of the previous year, your directors very much regret that the loss for the period under review amounts to £51,593, as compared with £95,977 in the previous year. The improvement over the last year's results has been secured in the face of conditions of extreme difficulty, and there is no doubt whatever that the wide-reaching economies and reorganisation which have been put into effect have very materially contributed to keeping the loss down to the figures mentioned. The company has by no means reaped the full benefit during the period under review of many of these economies.

In spite of the fact that Silver-town's turnover in money decreased by about 10 per cent. compared with the previous thirteen months of 1929-30, I am pleased to say that the trading result shows a very substantial improvement. This has been made possible by the extensive reduction in overhead expenditure which has been effected by the reorganisation and consequent economies. In total the reduction in Silver-town overhead expenditure amounted during the period to about £31,000. With regard to wages, I would like to repeat the statement made last year, that it is not the board's policy to reduce these. Our experience during the period under review has fully justified this policy.

Popularity of Palmer Products. We are satisfied that in our Palmer motor tyre we now have a product which fully meets the requirements of the public, and which gives better service in relation to those of reparations, German commercial credits, tariff competition and exchange restrictions. The results of the Reparations Conference to be held early next year, as the review points out, cannot fail to exercise a profound influence on future events. "It may be taken that all the Governments concerned will do their utmost to avoid any step which might precipitate a collapse of Germany and Europe." It is also suggested that practical agreement on war debts and reparations may be reached by way of temporary measures to overcome the present crisis, a final settlement being postponed until the return of more normal conditions. The question of an international understanding on tariffs is almost equally urgent if trade is to regain its normal volume. By adopting tariffs in earnest as a weapon Great Britain has at least taken an important step towards the bargaining stage. The problem of exchange restrictions is less of a separate problem than the others, and its solution would be a corollary of a settlement of the reparations, war debts, commercial debts and tariff questions. Likewise the questions of Great Britain's return to gold must await the solution of urgent world problems.

TIN AND RUBBER.

London, January 12.
 The Seremban Tin and Rubber Co. reports a loss for the year ended June 30 of £1,044, reducing the credit brought in to £1,380.

The Rambutan Tin Co. reports a loss during the same period of £1,859, in addition to £1,200 depreciation on the pipe line, reducing the amount in hand to £5,362.—Straits Times.

PROBLEMS OF 1932.

The current issue of the Westminster Bank Review contains a careful survey of the momentous financial events of 1931 which inevitably resolves itself into an exploration of the prospects for 1932. Will next year be a period of still graver crisis or will it mark a return to sanity in the handling of world problems? Both these possibilities may, of course, be realised.

One thing is clear. Whatever steps Great Britain herself may take towards a return to normality, the restoration of prosperity here is largely dependent on world recovery, which in turn is as much a political as an economic problem. The most important of the world problems awaiting solution are

BUSINESS DIRECTORY

ATTRACTIVE TAILORING



The Latest in
 Gentlemen's
 Outfitting
 AT PRICES TO
 SUIT ANY PURSE.
 PERFECT FIT
 AND
 RELIABLE
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 Tel. 21417.

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LEE YEE,
 Ladies' and Gentlemen's Hair
 Dressers & Booksellers.
 No. 12, D'Agular Street.
 (opposite Queen's Theatre).

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THE HONG KONG OPTICAL
 COMPANY,
 Phone 22232.
 53, Queen's Road Central.

SHOES.

Black or Brown
 Shoes from \$5.00.
 Black or Brown
 Boots from \$3.00.
 Children's Boots or
 Shoes from \$2.00.
 Best styles, most complete stock
 of all sizes. Repairing a specialty.
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 21, Pottinger St. Phone 21474.

SPORTING GOODS.

ATHLETIC
GOODS

AT
 THE LIANG YOU CO.
 70, Queen's Road Central.

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HOP SING & CO.
 28, Pottinger St. Tel. 21239
 CANTON—116, Sun Kee Sai Rd.



THE NEWSPAPER ENTERPRISE LTD.
 CHINESE MAIL BLDG. 2A WYNDHAM ST.

DENTISTS.

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 1st floor, No. 74, Queen's Road
 Central. Tel. 21255.

TANG YUEK, Dentist.

Successors to
 the late SIEN TING,
 14, D'Agular Street.

TERMS VERY MODERATE
 Consultation Free.

ENGINEERS & SHIPBUILDERS.

W. S. BAILEY & CO., LTD.,
 Kowloon Bay,
 New Work & Repairs. Call Flag "L"
 Sole Agents for Kelvin Motors.

FOR SALE.

COLLECTION OF POSTAGE
STAMPS.

Mounted in Books containing Both
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 1,000 Stamps, All Different for \$ 8
 1,500 do. 18
 2,000 do. 30
 3,000 do. 50
 4,000 do. 75
 5,000 do. 100
 10,000 do. 500

FULL SATISFACTION
GUARANTEED.

GRACA & CO.,

Dealers in Philatelic Goods,
 Pictorial Postcards,
 Garden Seeds, Toys, &c.
 No. 10, WYNDHAM STREET,
 P.O. Box No. 629. HONG KONG.

THE BANK OF EAST ASIA, LTD.

Established 1918.

HEAD OFFICE:

10, Des Voeux Road, Central.

HONG KONG.

Capital and Surplus over H.S. 8,000,000.00
 Total Resources over H.S. 30,000,000.00

Every description of Banking and Exchange business transacted.
 Current and Fixed Deposit Accounts in local and foreign currencies opened for clients.
 Savings Account and Safe Deposit Boxes.
 Branches and Agencies all over the world.

KAN TONG PO,

Chief Manager.

POP—Choose Your Exit.

By J. MILLAR WATT.

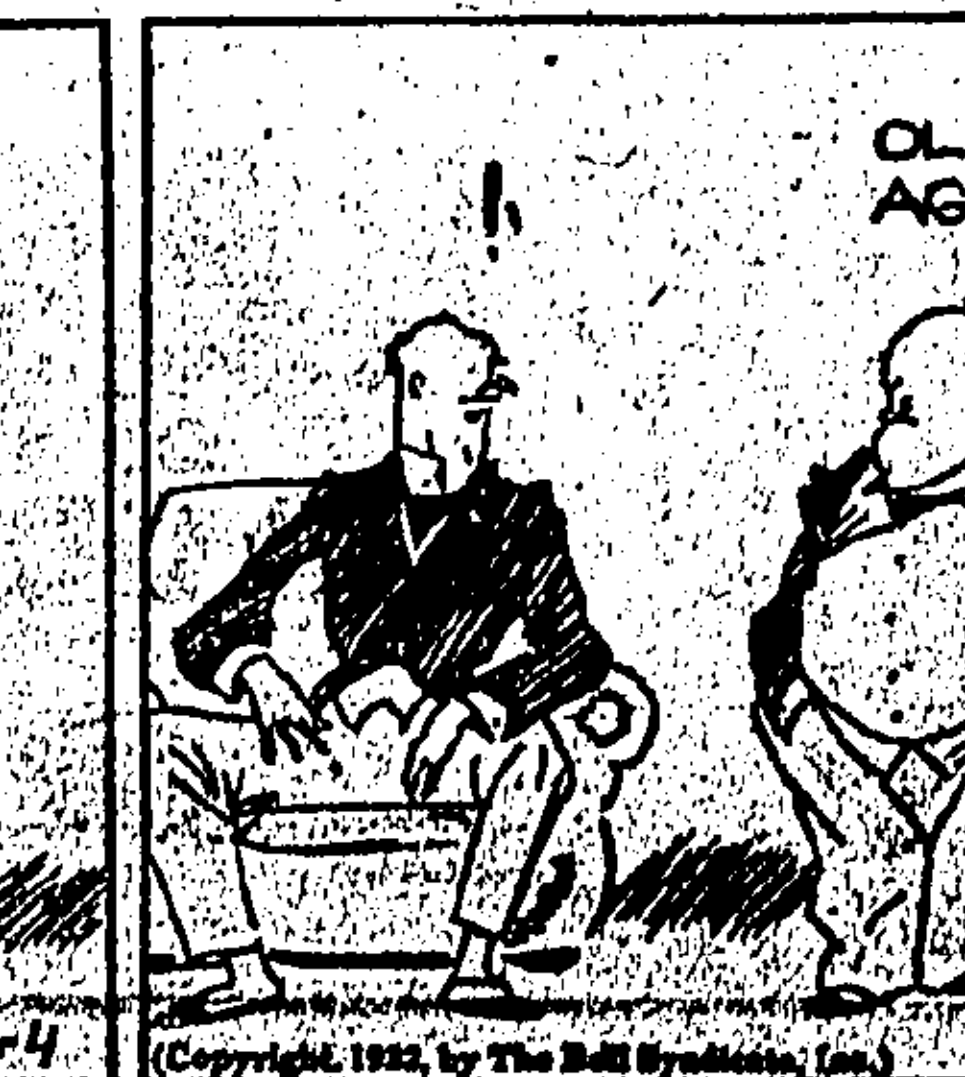
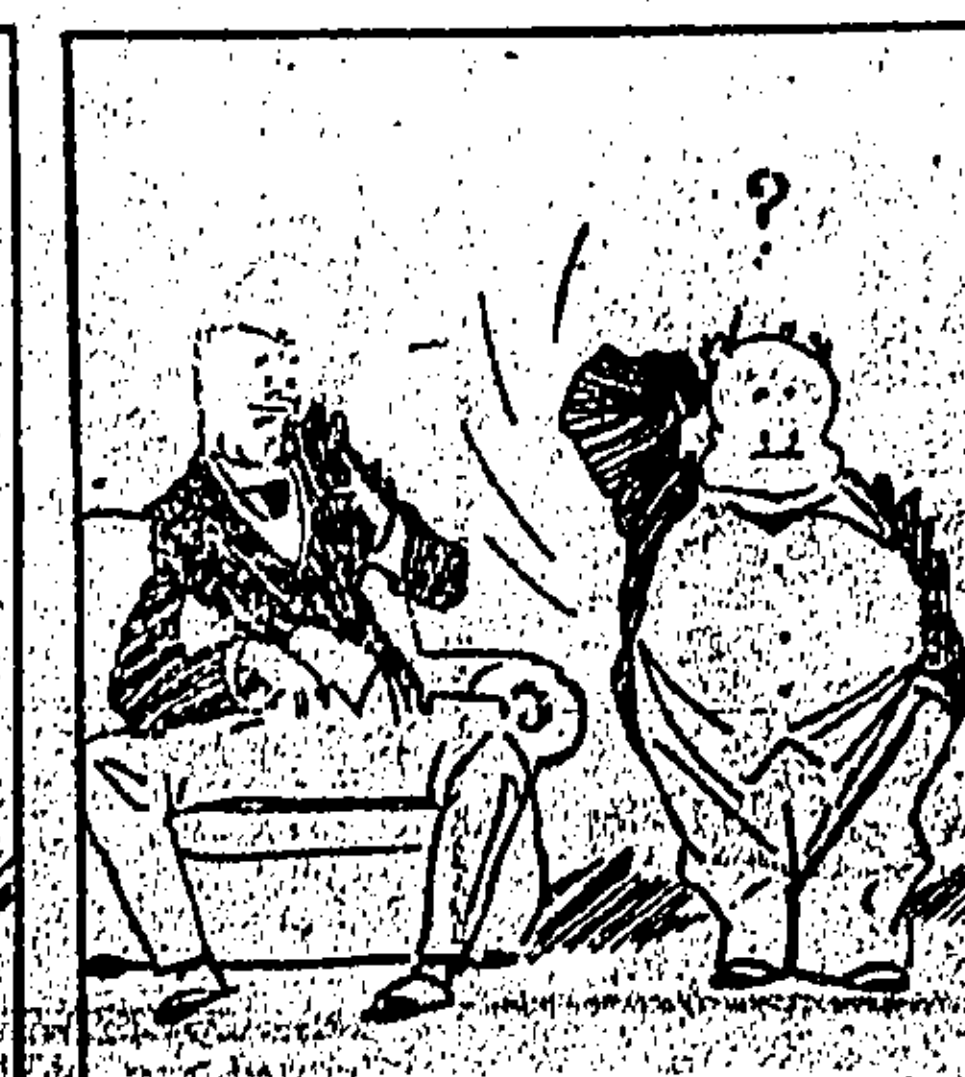
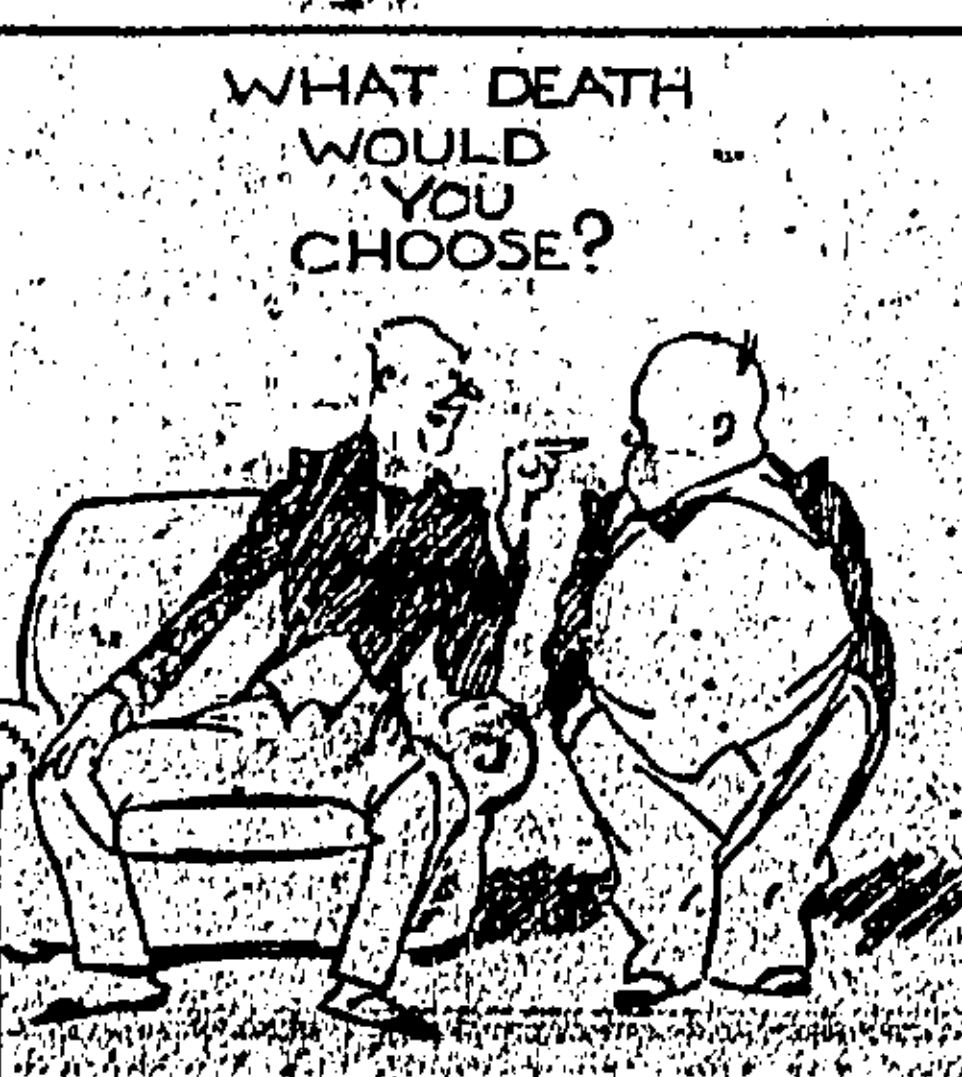
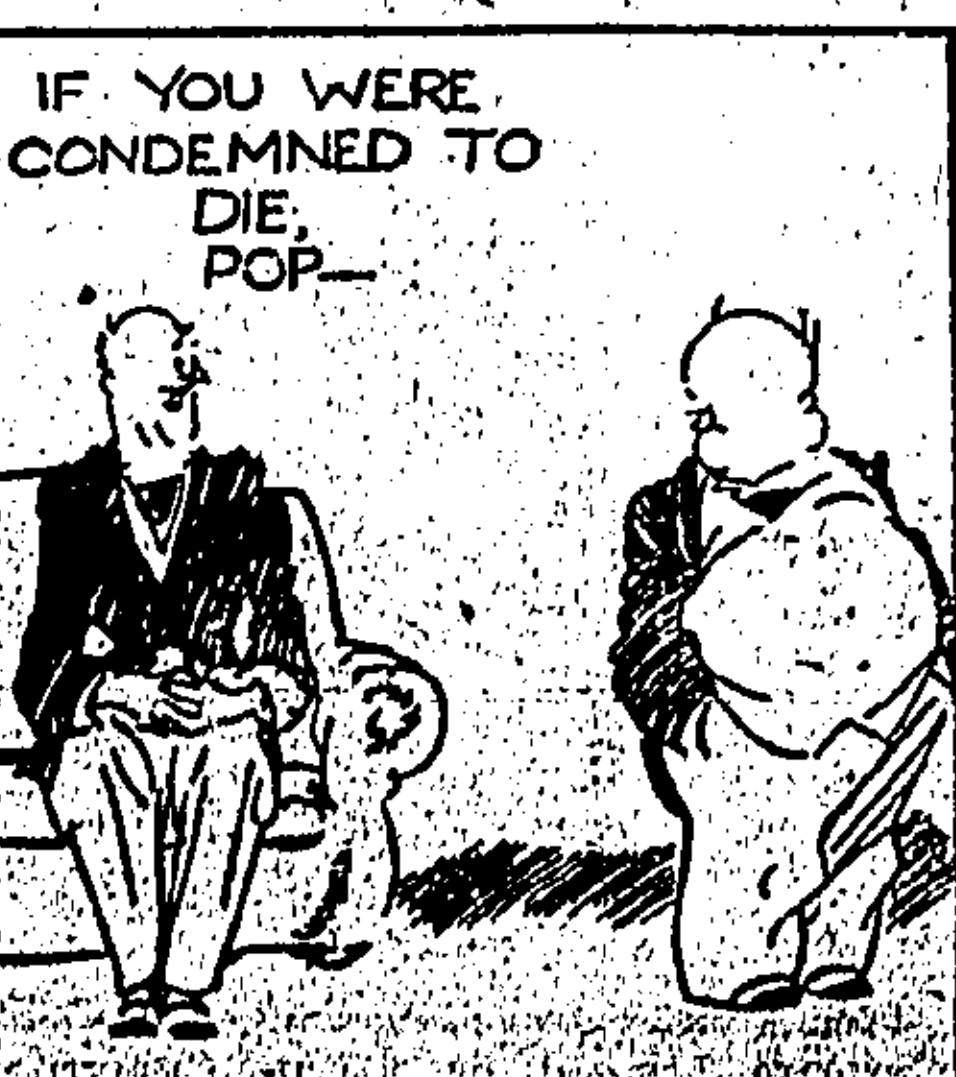
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INSTITUT
DE BEAUTE

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 Pedder Building
 (1st Floor)
 Opposite Entrance to
 Hong Kong Hotel.

Lustrous Oil Permanent Hair Waves
 which are Large, Soft and Natural.
 Artistic Finger and Nail Waves. Oil
 Treatment. Shampooing. Manicure.
 (any colour) Hair Cutting and Manicure
 for Ladies and Gentlemen. Consultation
 Free. Artificial Work by European
 Expert, Mr. Alexander.

CHARGES MODERATE.

A VISIT WILL CONVINCE YOU.



THE CARAVAN
JUST RECEIVED
SPECIAL CONSIGNMENT OF
LINGERIE (LATEST DESIGNS)
LOUNGING PYJAMAS.

NOW ON VIEW AT
7, CHATER ROAD
(KING'S BLDG.),
HONG KONG
TEL. 21450.

ARCADE
PENINSULA HOTEL,
KOWLOON.
TEL. 58981.

The China Mail.

ESTABLISHED 1845.

HONG KONG, THURSDAY, JANUARY 21, 1932.

DENTALINE

(Concentrated Antiseptic)
Is more than a mouth-wash — It actually
KILLS GERMS

Dentaline is an Antiseptic Germicide and Astringent.
Properly diluted it is delightful to taste and
refreshing to use.

THE PHARMACY

Atlantic Building. Tel. 20345. Queen's Road

CENTRAL

SEE THEATRE CLEAR

SHOWING TO-DAY

at 2.30, 5.10, 7.15 & 9.20 p.m.

THE GREATEST "TALKIE" EVER
FILMED, IN THE MOST EXCITING
PICTURE EVER PRODUCED!

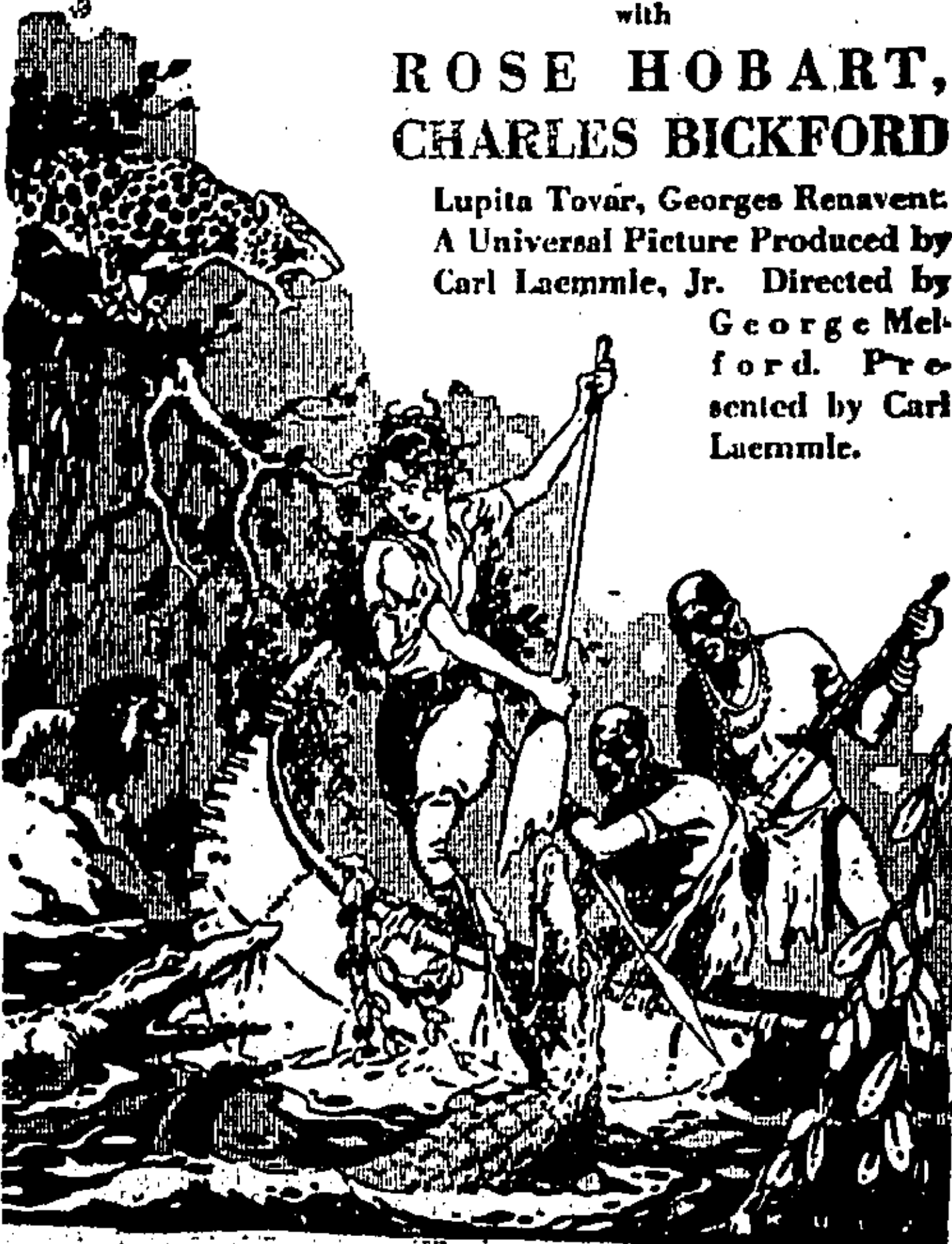
The fury of Nature loosed upon two lovers . . . all the
power of savage man . . . lurking beast . . . hungry
reptile . . . deceitful jungle . . . cruel swamp!

A volcano in full eruption . . . Lava waves levelling humble
hut and gorgeous palace . . . hand to claw fights between
unarmed men and ravenous leopards . . . a native flung to
the bloodily-yawning crocodiles . . . Things you've never
even dreamed of taking place right before your very eyes
in the picture that packs a thrill in every one of its daring
scenes.

EAST OF BORNEO

with
**ROSE HOBART,
CHARLES BICKFORD**

Lupita Tovar, Georges Renavent.
A Universal Picture Produced by
Carl Laemmle, Jr. Directed by
George Melford. Pre-
sented by Carl Laemmle.



A UNIVERSAL SUPER PRODUCTION

NEXT CHANGE



LASCA
OF THE
RIO GRANDE
A UNIVERSAL PICTURE

World's Land-Speed Record.

Sir Malcolm Campbell is to leave
England for Florida early in
February. He is to make a fresh
attempt to improve on the existing
land-speed record.

New Type of Motor Lifeboat.

Has been handed over to the
Royal National Lifeboat Institu-
tion and been shipped for service
on the east coast of Scotland. It
holed and capsized it can right
itself in four seconds.

British Air Enterprise.

An England to South Africa
weekly air service has been started.
1931 recorded a striking increase
in air mail traffic.

China.

Chiang-Kai-shek is expected to
return to Nanking to-day, where
a great welcome is being prepared
for him.

A Chinese towel factory in
Shanghai was set on fire, yesterday,
by a party of Japanese youths.
There were a few casualties.

Coolie Killed.

A Chinese coolie was killed, yester-
day, in Hankow Road, when a large
piece of concrete from a house in
building fell upon him.

Hand Severed.

A workman of the Talkoo Docks
had one of his hands severed,
when an improvised pistol he had
made exploded.

Dentist's Patient Robbed.

Mr. H. F. Shields, of the Kowloon
Y.M.C.A., visited a dentist, yester-
day. While he was being attended
someone went off with his coat
(containing a Wallet with \$75) and
hat.

Key To Peace In Far East.

In an impressive speech to the
Japan's foreign policy, Mr. Yoshi-
zawa declared that Manchuria was
the key to peace in the Far East.

NEWS TABLOIDS AND OVERNIGHT CABLES SUMMARISED.

Spain.

Sequels to the recent rioting
at Bilbao are (1) the closing
down of a Catholic convent, and
(2) the imposition of a fine of
10,000 pesetas on the Superior of
a Catholic College.

Premier Azana denies the
rumour that the expulsion of
Jesuits and the confiscation of
their property is under considera-
tion. Nevertheless, it is firmly
believed that some such action is
likely to be taken soon.

Lausanne.

It is now unlikely that the
Conference will open on January
25.

Germany is greatly perturbed
on this account, and fears the
delay will aggravate, not alone
her economic difficulties but
those of the world generally.

If Europe draws up concrete
plans to meet the present emer-
gency, the U.S. will give such
plans careful consideration.

German newspapers say that
France has successfully torped-
doed the Conference.

The German Government, it
is said, will oppose stoutly the
proposal to extend the Hoover
moratorium until 1933, as this
will mean postponing a solution
of the Reparations problem.

Inventor's Death.

Louis Brennan, the octogenar-
ian inventor of the torpedo,
memorial and helicopter died
yesterday.

Soviet Mass Trials.

Hundreds of officials are to stand
trial on counts of inefficiency in
connection with the management of
public utility departments.

Russia.

Russian trade has again obtruded
itself in British Imperial relation-
ship. This time it has to do with
Russian timber which may seriously
affect the West Canadian timber
industry.

Spain is said to be considering a
proposal for the building of fifty
tankers for the Soviet in exchange
for a large supply of petroleum.

3,000 Moscow children are to give
a demonstration of how they work,
play and behave generally with gas
masks on during poison gas attacks.

Sensational Allegations.

Members of the French Senate
Committee appointed to report on
armaments accuse Germany of
secretly preparing a powerful
army, organising industry and
armaments on parallel lines, and
fudging her budget.

Disarmament Petition.

The Monster petition is now on
its way to Geneva. It was given
a great send-off from London, yester-
day. A baby, symbolic of the
hopes of the future generation,
placed the first parcel in the van
conveying the petition to Victoria
Station for onward transit.

Mr. Arthur Henderson, who has
recovered from his recent illness,
intends to leave for Geneva at the
end of this month to preside at the
Conference to be held on February
2.

British Films.

British United Film Producers
Co., Ltd., has been formed to
boost British films.

India.

The Working Committee of the
Round Table Conference is to meet
in Delhi on January 28. The other
Committees, appointed to carry on
the work of the Conference, will
start on their labours shortly after.

Sen Gupta, the Bengali National-
ist leader, was put under arrest on
his return to India from a tour in
Europe.

Sir John Simon.

Leaves for Geneva on Saturday
to attend next week's meeting of
the League of Nations.

INDIA.

ANOTHER LEADER PUT AWAY.

Rugby, Yesterday.
Sen Gupta, Bengal Nationalist
leader, was arrested to-day under
emergency regulations on his ar-
rival in Bombay from England.
As an agitator he attained some
notoriety and frequently has
been sentenced in the past for
sedition and other offences.
After the Delhi Pact he con-
tinued agitation and openly ad-
vocated a fresh struggle.

A Peshawar telegram states
that there are many indications
in the Peshawar District to show
a gradual return to normal con-
ditions and of increasing distrust
of Congress. Arrears of Re-
venue are being paid regularly.
Many "red shirt" uniforms,
which are the outward badge of
Congress in this province, have
been handed in. Picketing is de-
creasing.—British Wireless Ser-
vice.

Yesterday afternoon Tam Fuk, a
coolie employed on demolition
work in connection with a build-
ing in Hankow Road, was killed
when a large piece of concrete fell
on top of him.

Our Sports Diary.

ATHLETICS—To-day and to-
morrow—Volunteers Sports
(Heats) at 5.30 p.m.

Saturday—Volunteers Sports at
the Club de Recreo at 2.30 p.m.

GOLF—To-day—Third Round
of Taggart Cup (Ladies' Section).
To-morrow—First Round of
Ladies' Championship.

FOOTBALL—Saturday—Second
Division—Argylls v. University;
R.A.O.C. v. Navy; Club v. Twelfth
Heavy Battery; Borderers v. Kow-
loon; Chinese League—Sun-
Ching v. Chinese Athletic "B";
South China "A" v. Eastern; Yee
Woo v. Chinese Athletic "A".

HOCKEY—To-day—St. An-
drew's v. University II.
To-morrow—Hong Kong Club
"A" v. Jats at King's Park at 5
p.m.; St. Andrew's v. Royal
Signals.

CRICKET—Saturday—First
Division—Indian R.C. v. Craig-
gower C.C. (L); Navy v. Kow-
loon C.C. (F); Civil Service C.C.
v. Royal Artillery (F); Second
Division—Craigcower C.C. v.
Indian R.C. (L); Kowloon C.C. v.
Recreo (L); University v. Police
R.C. (L).

RUGBY FOOTBALL—Saturday
Probable Interport XV v. The
Rest at Happy Valley at 4 p.m.

STEEPLECHASING—Sunday—
Fauling Hunt and Race Club
Meeting at Kwant.

HAND SEVERED.

Explosion of Improvised Pistol.

Mr. Bird, head watchman of
Talkoo Docks, reports to the
Police that yesterday he sent to
the Government Civil Hospital, a
Chinese employee of the dockyard,
named Cheung Sui-wong, age 18
years, of No. 33, Tai Shek Street,
suffering from a severed right
hand. He received his injury
through the explosion of an im-
provised pistol which he had made
from a piece of old piping.

AN UNSINKABLE LIFEBOAT.

Rugby, Yesterday.
A motor lifeboat, capable of
righting itself in four seconds if
holed and capsized, was formal-
ly handed over to the Royal Na-
tional Lifeboat Institution on
the Thames to-day, and later was
shipped to the East Coast of
Scotland, where it will be sta-
tioned. In rough weather the
boat can accommodate thirty
people, and if a sea breaks on
board it can free itself in twelve
seconds.—British Wireless Ser-
vice.

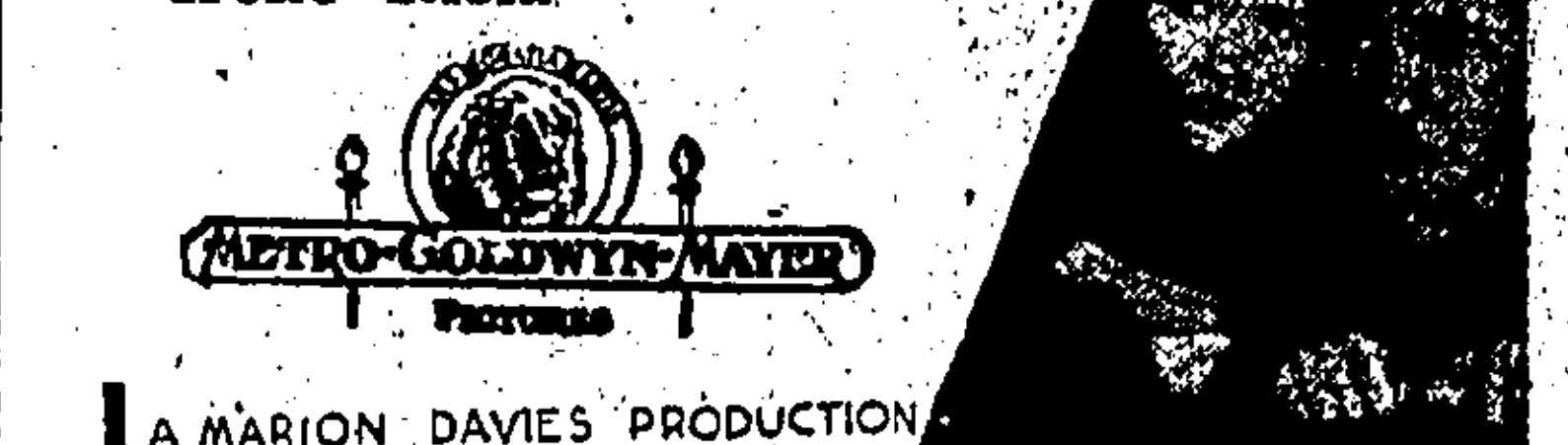
QUEEN'S

TO-DAY TO SATURDAY At 2.30, 5.10, 7.15 & 9.20.
Her Father Had Millions!



—but she
wanted
Love!
wins her
greatest triumph
in the talkie from
FANNIE HURST'S
daring novel —
FIVE AND TEN

with
LESLIE HOWARD
Richard Bennett
Irene Rich.



A MARION DAVIES PRODUCTION

NEXT ATTRACTION "I'VE BEEN TAUGHT TO LIVE MY OWN LIFE!"



See what happens when
that freedom drags her
down into the underworld
of crime!
The star of "Strangers
May Kiss" and "Di-
vorces" reaches her
greatest height now!
norma SHEARER
in
A FREE SOUL
CLARENCE BROWN'S

production with
**LESLIE
HOWARD
LIONEL
BARRYMORE
JAMES
GLEASON
CLARK GABLE**



AT THE **STAR** TO-DAY TO SATURDAY
AT 2.30, 5.10, 7.30 & 9.20.
MILLER'S BEST
DYNAMITE

CHARLES BICKFORD



Don't let a Cough
Torture you — take

RESIVAL



Resival is a powerful cough medicine, and is the best remedy for all kinds of coughs, whether dry or wet, and whether caused by cold, influenza, or any other ailment. It is a purely vegetable preparation, and is perfectly safe for all ages. It is sold in all chemists and druggists.